NEXT-DAY GRAND PRIX AND WORLD SUPERBIKE COVERAGE

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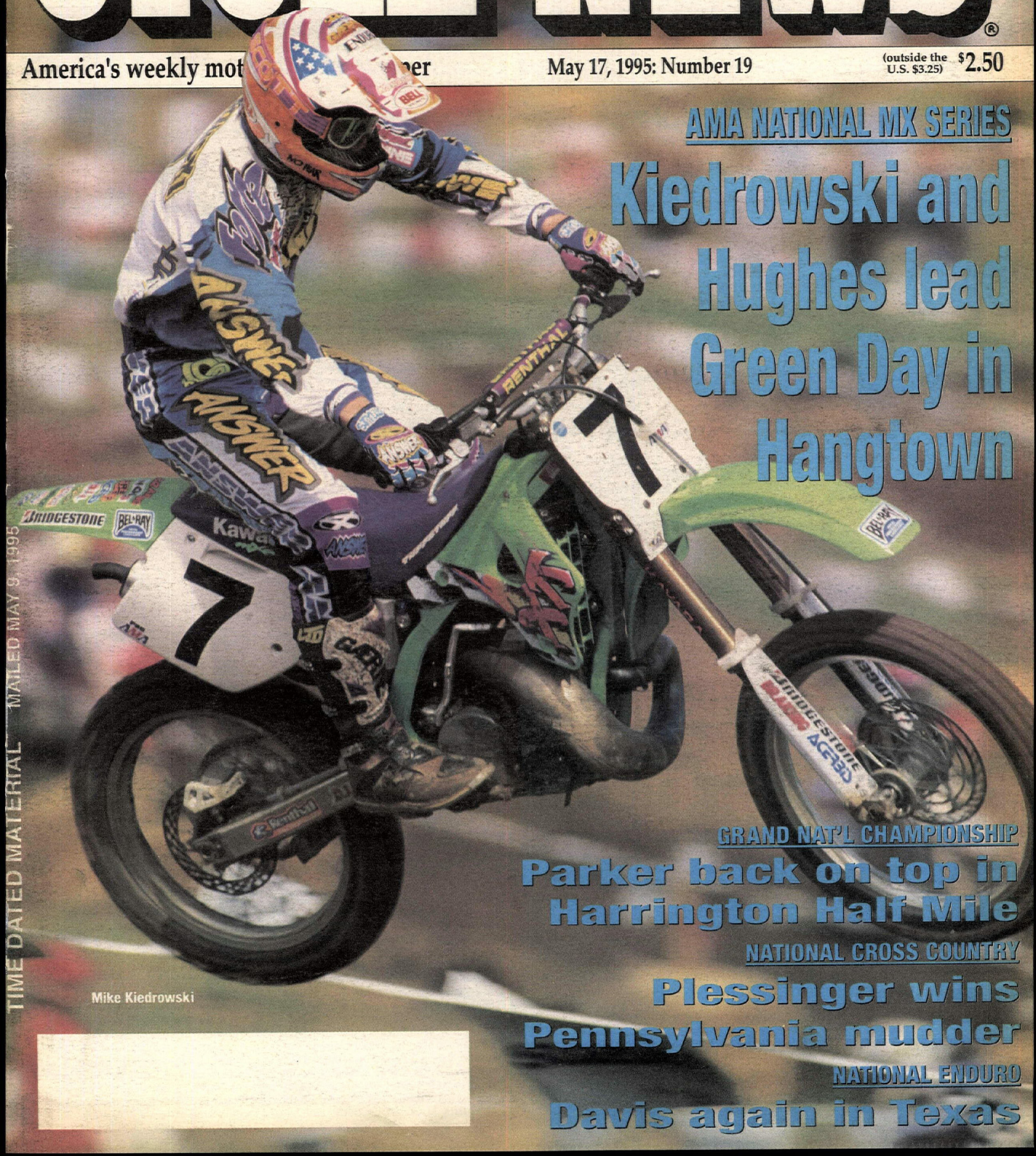


Mike Kiedrowski

AMA NATIONAL MX SERIES

Kiedrowski and Hughes lead Green Day in Hangtown

GRAND NAT'L CHAMPIONSHIP

Parker back on top in Harrington Half Mile

NATIONAL CROSS COUNTRY

Plessinger wins Pennsylvania mudder

NATIONAL ENDURO

Davis again in Texas

TIME DATED MATERIAL MAILED MAY 9, 1995

Randy Hawkins (Suz) was the overall winner at round 6 of the AMA National Championship Enduro Series, held May 7 in Wellston, Ohio. **Steve Hatch** (Suz) was second, followed by **Terry Cunningham** (Yam), **Ty Davis** (Kaw) and **Kelby Pepper** (Kaw). Davis continued to lead Hawkins in the series points standings, 163-132. Hatch is third with 126.

Jordi Tarres (G-G) was the winner at round three of the Spanish National Championship Trials Series, held May 7 in Valdemanca, Spain. **Amos Bilbao** (Bet) was second, and **Marc Colomer** (Mon) rounded out the top three.

Italian **Andrea Bartolini** (Yam) won the fifth round of the World Championship 250cc MX Series, held May 7 in Schwanenstadt, Austria. American **Bob Moore** (Yam) was second overall ahead of fellow countryman **Tallon Vohland** (Kaw), Brit **Kurt Nicoll** (Hon) and Swede **Joakin Karlsson** (Hon). Vohland continues to lead the series point standings with 132. **Stefan Everts** is second with 113.

Round three of the World Championship 500cc MX Series, held May 7 in Wohlen, Switzerland, saw Belgian **Joel Smets** (Hbg) score the overall win ahead of American **Trampas Parker** (KTM). Aussie **Daryl King** (Kaw) was third, followed by Sweden's **Peter Johansson** (Hus) and Belgian **Jacky Martens** (Hus). Parker further extended his series points lead as his nearest rival entering the race, Martens, broke his right hand in the second moto. Parker leads Smets, 100-88.

Donny Schmit (CCM) won the opening round of the 1995 Sound of Thunder Four-Stroke MX Series, held at Prarie City OHV Park in Rancho Cordova, CA, in conjunction with the May 7 Hangtown 125/250cc MX National. **Lance Smail** (Hbg) was second, and **Greg Zitterkopf** (KTM) finished third. **Gordon Ward** (ATK) and **Gary Beier** (Hbg) rounded out the top five.

Team Suzuki Endurance (Suz) won the first round of the WERA Performance Machine/Goodridge National Endurance Series at Texas World Speedway in College Station, Texas, on May 6. With riders **Michael Martin** and **Dave Stanton** at the helm, Team Suzuki Endurance beat Team Pearl Suzuki (Suz) by four laps with Airport Racing (Kaw) finishing third. Support races at Texas World Speedway were won by Takahito Mori, Steve Patterson, Joe Prussiano, Ken Melville, Rick Kirk and Tracy McIntyre.

After driving all night from the AMA Grand National Championship round in Harrington, Delaware, **Steve Morehead** (H-D) won the 750cc Expert class during round two of the AMA Eastern Regional Dirt Track Series at the Clark County Fairgrounds in Springfield, Ohio, on May 7. **Steve Beattie** (H-D) and **Geo Roeder II** (H-D) were second and third, respectively. **Georgie Price IV** (Rtx) won the 600cc Expert class while **Jason Sentell** and **Chris Huss** topped the 600cc Pro-Am and 250cc Pro-Am classes, respectively.

There has been a slight revision in the results of the **Dallas Supercross**, according to the AMA. In the extremely muddy race, which made scoring difficult at best, Team Kawasaki's **Mike Kiedrowski** who was originally given 10th place, has been awarded eighth, relegating Honda of Troy's **Mike Craig** to ninth and Yamaha's **Jeff Emig** to 10th. However, Kiedrowski is still third in the series point standings, just one point behind Larry Ward, 210-211. Emig is in fifth with 184 points and Craig is 10th with 130.

Speaking of supercross, Team Honda/1-800-Collect's **Jeremy McGrath** has a realistic shot of clinching his third consecutive supercross title at the next round in Cleveland, Ohio, on May 20. If McGrath finishes fourth or better, he will clinch the series championship, despite two rounds yet to be run in San Jose, California, and Las Vegas, Nevada. Only one other rider has won three supercross titles in a row - Bob Hannah, in 1977, 1978 and 1979.

Margaret Goodson, an active member of the Oklahoma Honda Sport Touring Association, was killed in the Oklahoma City bombing while working on the first floor of the Murrah Federal Office Building. Funeral services were held for Goodson on April 28. In lieu of flowers, Ron Goodson is asking that donations be made in memory of his wife to The Mayors Disaster Relief Fund, 200 N. Walker, #302, Oklahoma City, OK 73102.

The **Australian Grand Prix** will be moved from Sydney's Eastern Creek Raceway to Victoria's Phillip Island, beginning with next year's race. The Australian Grand Prix was held at Phillip Island in 1989 and 1990 before a number of disputes with the Victorian government regarding tobacco sponsorship made the GP financially difficult to run, and it was moved to New South Wales by then-promoter Bob Barnard.

White Bros. will host a **vintage motorcycle show** at the May 21 Four-Stroke World Championships, held at Glen Helen OHV Park in San Bernardino, California. Classes will be available for two-strokes, four-strokes, motocross bikes, off-road bikes and street bikes. A **$1000 grand prize** will be awarded to the owner of the winning motorcycle. For more information call 714/692-3404.

For the second time in three years, **Miguel DuHamel** has been voted Canada's Roadracer of the Year in the Performance Racing News Readers' Choice Awards. Steve Crevier finished second in the balloting with Pascal Picotte third and Canadian Superbike Champion Michael Taylor was fourth.

Former *Cycle News* editor **Tod Rafferty**, author of "Harley-Davidson: The Ultimate Machine," is busy working on more Harley-related books. The working titles for his next books are "The Complete Harley Model Manual," "Rolling Art," "Harley-Davidson Memorabilia," and "The Harley Cookbook." Rafferty will be doing photo shoots for the book in the Los Angeles, California, area the week of June 12 and is looking for builders, riders and cooks to contribute. Rafferty can be reached at MotorSports Media, Box 230, Santa Margarita, CA 93453, 805/461-1103.

According to a story in Direct, a sales and marketing publication, **Kelly Knievel**, son of **Evel Knievel**, is being **sued** by several states for allegedly being involved in telemarketing fraud. Knievel and his Las Vegas-based company, Western Express Service Co., are reported to have misled consumers by making them think that they had won prizes and then using high-pressure schemes to persuade the victims out of money. According to the reports, some senior citizens lost as much as $3000 in the scam. States that have sued Knievel include Washington, Missouri, Michigan, Ohio, Pennsylvania, Kentucky and Iowa.

Round four of the **Motorcycle Asphalt Racing Series** (MARS) will be held at the Southside Speedway in Richmond, Virginia, on Wednesday, June 21 and will feature the kickoff of the National Harley Owners Group rally held at the Richmond Fairgrounds on June 22-24. All **Harley Owners Group** (HOG) members can receive a reduced admission price of $10 by showing their membership cards at the ticket gate. MARS has also announced its 1995 Harley-Davidson 88 National Point Fund of $27,000, a first for MARS. Cash contributors to the fund include Harley-Davidson Screaming Eagle Performance Products and the Carolina Harley-Davidson Dealers Association.

The **Buell Motorcycle Company** has become the first motorcycle manufacturer to establish its own home page on the Internet's **World Wide Web**. The new site includes photos and brief descriptions of Buell's S2 Thunderbolt, as well as a historical perspective on the motorcycle-designing career of Erik Buell, among other features. World Wide Web users can access the home page by typing: bttp://www.buell.html, or they can send e-mail to the page via: info@buell.com.

Guy Cooper will be a guest instructor at the Tony D. Motocross School in Muddy Creek, Tennessee on May 22 and in Johnston, Pennsylvania on June 15-16. For more information call 410/635-6916.

According to **Laguna Seca Raceway**, ticket sales to the upcoming World Superbike event are up some 22 percent compared to last year's United States Grand Prix. The figure was obtained by comparing ticket sales 14 weeks prior to each event.

Schwantz out, but for how long?

Team Lucky Strike Suzuki's Kevin Schwantz (right), who said before the season began that this would be his last year racing motorcycles, withdrew from the first two European rounds of the 500cc World Championship amid speculation that he may already have run his last race. His absence from the Spanish Grand Prix at Jerez on May 7 and the upcoming German GP at Nurburgring on May 21 is being attributed to lingering wrist and hip injuries suffered last season - and reaggravated this year - which haven't responded to treatment. Asked at the Spanish GP what the odds were that the 1993 500cc World Champion would return this year, Kevin's father, Jim, said, "Surely no more than 50-50."

Jim Schwantz and his wife, Shirley, found out about Kevin's decision while driving their motorhome to Jerez from Amsterdam. They'd called just to ask Kevin to bring some groceries when he informed them of his decision. The conversation was so emotional that "he could hardly talk to me," Shirley Schwantz said. She added that Kevin was still, "in Texas, just hiding out, away from telephones," and probably at a friend's ranch. Schwantz informed teammate Daryl Beattie as he was driving Beattie to the airport for his flight to Spain. Beattie had been staying with Schwantz since the Japanese GP.

It was after the Japanese GP that he sought medical advice in Texas and was advised to give the injuries time to heal. Japan was an especially disappointing race for the 30-year-old Texan. It was the first time in his GP career that he'd finished off the podium in a race which he'd won four times, and been on the box three other times. He'd crashed twice at the season-opening Australian GP, the second time at about 170 mph at the end of the front straight. Since he can't lock his left wrist into place, he's been unable to brake as deeply as he always has and was outbraked by Repsol Honda's Alex Criville at Suzuka. "Since late braking is a major feature of his winning style, this is a massive drawback," team manager Garry Taylor said in the Lucky Strike statement.

Schwantz said he contacted the team the day he was to leave for pre-race tests at Jarama and the decision was made to stay behind. "I'm not happy about that, but I hope that seven weeks rest will mean I can come back for Mugello, but I'm making no promises until I see how I feel," he said in a Lucky Strike press release, leaving open the possibility that he won't be back.

Schwantz will be replaced in Spain and Germany by Team Shell Harris Sean Emmett, the Briton who also replaced Schwantz during injury downtime last year. Emmett has tested the Lucky Strike Suzuki extensively and was nearly as fast as Beattie in tests at Jerez. At the Spanish GP Emmett qualified 12th, but crashed out of the race.

With the possibility that Schwantz won't be back, the team was looking for a permanent replacement for the rest of the 1995 season, though it's very late in the year to find a qualified rider. The list of possible replacements for 1995 includes obvious candidates Eddie Lawson, Doug Polen, John Kocinski and Australian Kevin Magee, as well as Australian Peter Goddard. Kocinski's chances would appear slim, given his acrimonious departure from the Lucky Strike 250cc team in the 1993 season. Magee is racing for Yoshimura Suzuki in the Japanese Superbike series this year and Goddard is racing for Suzuki in Australia. Chesterfield Aprilia's Jean-Michel Bayle has also been mentioned, mostly due to his deteriorating relationship with team boss Carlo Pernat.

For 1996 there is thought to be some disagreement within the team and sponsors over the best choices. Certain elements in the team favor Chesterfield Aprilia's Max Biaggi, while Muzzy Kawasaki's Scott Russell is thought to be the favorite of others, even though he will be in the final year of a three-year contract with Muzzy next year.

Henny Ray Abrams

A U.S. Senate subcommittee has unanimously approved an amendment to restore funding to the **National Recreational Trails Trust Fund**, according to the AMA. The vote came during the markup of the National Highway System bill before the Senate Transportation and Infrastructure Subcommittee. The amendment was offered by Sen. Dirk Kempthorne (R-Idaho) and would ensure funding for the trails program through fiscal year 1997. "This is a significant investment that will go a long way toward building and maintaining new and existing hiking trails, snowmobile trails, equestrian and other numerous off-road recreational opportunities," Kempthorne said. The next stop for the National Highway System bill will be the full Senate Environment and Public Works Committee. It would then have to pass the full Senate and the House before it could become law.

The **"Harley Legends Exhibit"** scheduled to be held in mid-May at the Petersen Automotive Museum in Los Angeles, California, has been **postponed** to the second week of November.

A dirt track race will be held at the **Sheboygan County Fairgrounds** in Plymouth, Wisconsin, the same weekend at the AMA National Championship Road Race Series in nearby Elkhart Lake, Wisconsin, on June 9-11. The J&P Promoted dirt track will be held on Friday night, June 9 with four pro classes featured. For more information call 414/353-5920.

Karen Hornbecker, 48, died of a strep bacterial infection in Flagler Beach, Florida, on April 21. Hornbecker was the medical director for GP/PRO and the Loudon Road Race Series and a former road racer and corner marshall. Hornbecker was known for her volunteer work with safety and medical race emergency personnel and was a familiar face at both National and local road races throughout the United States. She is survived by her parents, Mr. and Mrs. Merton Hornbecker, her companion, Lou Patzlaff, and two sons, Kurtis and Kraig Patzlaff. In lieu of flowers, donations can be sent to the Woodbury Ambulance Association, Box 581, Woodbury, CT 06798.

The **AMA** and **AMA Pro Racing** are accepting applications for two professional staff positions in the communications field. The AMA's Communications Department is seeking to fill a newly created copywriting and editing position, and AMA Pro Racing is reviewing candidates for Communications Manager. Résumés and work samples should be forwarded to AMA Personnel Manager Brenda Erichsen at 33 Collegeview Rd., Westerville, OH 43081-1463.

The AMA's **individual membership** increased by over two percent in March, pushing membership over the 210,000 mark for the first time in the association's 71-year history, the AMA says in a press release issued in April. The current membership stands at 210,251.

According to the Peoria Motorcycle Club, **Scott Parker** will compete in the 600cc National TT in Peoria on June 11 in addition to the Grand National TT at the Illinois facility on August 6.

The Trask Mountain Motorcycle Club says that entries for the 25th and final **Trask Mountain Two Day** are not closed. According to Trask M/C secretary Dennis Bershaw, it is unlikely that entries will be limited, but they must be received prior to June 23 for the June 24-25 event. Only Letter of Intent riders will be able to enter at the event. For more information call Carl Mendenhall at 503/472-6567.

Reminder dept: The **Honda Super Cycle Weekend**, round four of the AMA Superbike National Championship Series, at the Mid-Ohio Sports Car Course in Lexington, Ohio, is being held one month earlier than normal - on June 1-4.

Hinds Motorsports will host its third annual Track School and Practice Session at the Mid-Ohio Sports Car Course on Monday, June 5 and Tuesday, June 6, following the AMA Superbike National Championship event at the Lexington, Ohio, race track. Guest instructors will include **Dave Sadowski** and **Tom Kipp**. For more information call Hinds at 614/267-0318, or write to them at 2600 N. High St., Columbus, OH 43202.

The May 13 round of the CMC Sunstar Sprockets Spring Classic Nationals at Riverfront Park in Marysville, CA, has been rescheduled for May 20. For more information call 916/695-2727.

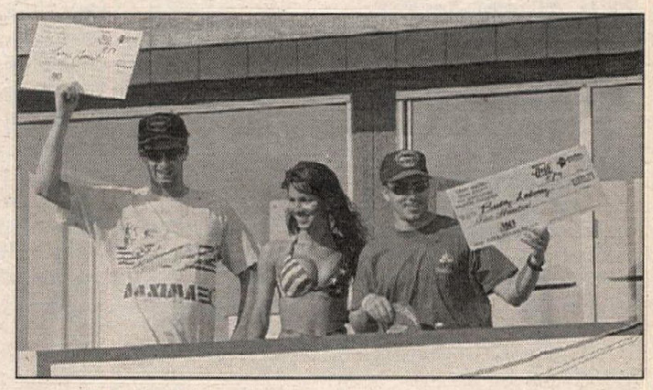
According to the promoters of the **U.S. Supercross Series**, payments to riders in contingency sponsorship over the first 12 races has totalled more than a quarter of a million dollars. "We are fortunate to have the generous support of the 25 companies that participate in the program," said Jerry West, vice president of PACE Motorsports. "These contingency payments to riders are an important source of revenue which helps get participants from event to event. More importantly, because most factory riders are not eligible for these awards, the payments are getting into the hands of those riders who need the most support, specifically the privateers. With three races remaining on our schedule we are confident that 1995 will be a record year." The next round of the series is scheduled for Cleveland Municipal Stadium in Cleveland, Ohio, on May 20.

BORN: Kelsey Danee Lewis, to Team Noleen rider Kyle Lewis and girlfriend Kathy Wright, on May 2 in Antelope Valley, California.

BORN: Robert Christopher Hunnicutt, to District 37 Open Expert Champion Ted Hunnicutt and his wife Nancy, on May 4 in Thousand Oaks, California.

ACQUIRED: The Ducati and BMW lines from Pro Team Cycle of San Bernardino, California, by Malcolm Smith Motorsports of Riverside, California. For more information call 909/687-1300. CN

Camel, Skoal to sponsor Nat'l MX Series



Lance Smail (left) and Buddy Antunez (right) were awarded the first two $500 top privateer awards at Hangtown.

The American Motorcyclist Association has announced that a $50,000 sponsorship for the AMA 125/250cc National Championship Series has been secured for the remaining 11 rounds of the 12-race series. Underwritten by Camel Racing and Skoal Racing, the Privateer Series Challenge includes sponsorships for the 11 outdoor Nationals, a $5000 rider sponsorship to the AMA for their Rider Safety Program, and $11,000 to the top-finishing non-factory pro privateers at the individual rounds.

The top-finishing non-factory pro privateer in each class at every remaining round will be awarded a $500 check. In addition, a $5000 Series check will be presented to the top non-factory privateer in each class at the series' end. The two $5000 checks will be presented at the year-end AMA Awards Banquet.

Eligible riders must be 18 years or older. In the event that the winning rider is under 18, a $500 donation will be made on his behalf to the charitable organization of his choice. Of course, factory team riders, including those on the factory-backed Noleen/Sizzler/SplitFire/Pro Circuit/Kawasaki and Honda of Troy teams, are not eligible.

In addition to the series awards, Camel Racing and Skoal Racing will present a series of special promotions at selected events. At each National event, the entire program will be conducted by Gerace Communications of New York.

"The Camel Racing/Skoal Racing Challenge recognizes the importance of the outdoor National Promoters, who have worked unselfishly for the betterment of the sport," said Gerace Communications' Frank Gerace. "The ideas for these awards were formulated by promoters like Ward Robinson and Dave Coombs, whose input and years of experience were instrumental in creating the series.

"The series also gives an incentive to those privateers who sacrifice much just to compete at each race. Many times, they see their efforts go unrewarded. It's a way to show them how much they mean to racing."

At the May 7 Hangtown National, Buddy Antunez and Lance Smail took home the first two $500 checks for their performances in the 125 and 250cc classes, respectively.

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VOICES
Letters to the editor

A fan's point of view

After several years of involvement in motocross, I finally took my family to a pro supercross. My wife, our two sons, my brother and I made the eight-hour drive to Charlotte. I left with several distinct impressions:

This was by far the least professionally run pro motorsport event I have ever attended. Fan logistics were terribly planned. Concession prices were outrageous. Security workers were rude at best. The public address system left much to be desired, as did the quality of the announcing. The list could go on.

Having said that, I must also say it was the most exciting pro motosport event I have ever attended. My conclusion then is that the promoters and the AMA have done an incredibly poor job of promoting supercross. The racing is fantastic, but almost every other aspect of the event, well, stinks. Fans show up by the tens of thousands, only to find pit access severely restricted, prices beyond belief, rude event staff and little in the way of fan appreciation.

It's now clear to me why outside sponsorship has been so slow in coming to supercross. Until our sports' promoters join the '90s level of professionalism as seen in NASCAR and NHRA events, this sport has a limited future.

Now, to avoid being labeled a whiner, here are just a few of my ideas to improve supercross. One, lighten up, riders. Open the pro pits to all ticket holders. Outside sponsors look at this direct access in other motorsports as an added bonus. Some riders need to lose the prima-donna attitude; stop hiding and relate to the fans. Two, pay the riders better. Pay more money all the way down to non-qualifiers in the night show. This can only help the sport grow. Three, get more info to the fans during the event. Most are hungry for gossip, facts, behind the scenes info, etc. Too much time was spent trying to ignite the crowd. (I wish I had a buck for each time I heard "Lets hear it Charlotte"). Four, in general, eliminate the obvious greed shown by the promoter. Three dollar hot dogs offend a budget-minded family. The opening ceremony was a joke.

Progressive changes like these, when combined with aggressive promoting, will surely cause outside sponsors to give supercross another look.

John Hooper
Edgewood, MD

Atta-Boy

I recently decided to ride the AHRMA National Flat Track and Regional TT at Willow Springs. I rode several classes and would like to take the time to thank both Gary Davis and Eddie Mulder for the most outstanding event that I have ridden in years.

Having been on many race tracks over the years, I can say that the track at Willow Springs was well prepared both nights and the events were run without delays and in a very professional manner.

In my opinion Gary and Eddie deserve a tremendous "Atta-Boy" for a job well done. It's fun to see racers come off the track, take off their helmets and have a big smile on their faces.

AHRMA ought to look at what they've done, because it was a fun event to ride. I hope that they at least make it an annual event. It was great.

Tom Horton
Lancaster, California

Cyberspace

Welcome to the Age of Electronic Communication. I just saw your Internet e-mail address in the "In the Wind" section (Issue #18, May 10). I sure wish we had all this capability back when I was doing desert freelance reporting for Cycle News. I also noticed the .com domain - are you running your own server, and can we expect to see a Cycle News home page on the World Wide Web soon?

And now for something completely different - when you consider your next nostalgia piece, think about Bernie Schreiber. I saw him as a youngster in the seventies at a "Trials Demo Day" at a ranch near Aqua Dulce and later followed him in your pages when he took on the world. I've enjoyed your recent trials coverage, although I don't compete myself. As I've read these pieces, I've often wondered - "Where's Bernie?"

Terry Rezek
Lancaster, CA
trezek@gargamel.ptw.com

All our on-line domains are currently under construction. As for Schreiber, we'll put it in the future-feature-ideas basket...Editor.

Quality

Now that you guys are on e-mail, I thought I'd drop you a note. I think the quality of your paper has greatly improved in the last two years or so. Your coverage is timely, thorough and interesting. I am primarily interested in road racing and your qualifying and general interest sidebars in this area are greatly appreciated.

TLump aol.com

The butcher

In regards to Mike Arnold's response to Mr. Ken Maely's letter (Voices, Issue #18, May 10), I am reminded of an old saying that I will butcher: Those who can, do. Those who can't, write about it. And those who can't write teach journalism.

In all seriousness, if Ken Maely didn't invent the steel shoe, he perfected it. He may not have invented dirt track, but I'll bet he has splinters in his rear from the board tracks. I know he didn't invent dirt, but I'll bet God called him for the specifications.

Thanks for the shoes, Ken.

Kit Farley
Former National #86
Park City, UT

What's the old saying about former racers?...Editor.

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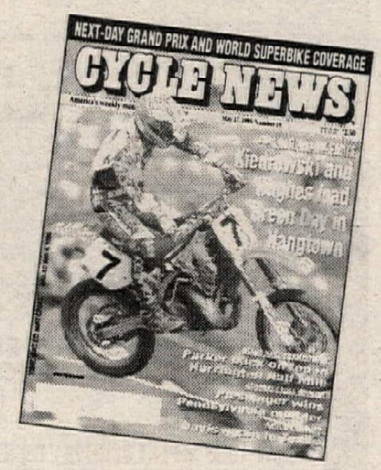
LOOKING BACK 71



ON THE FRONT COVER

Team Kawasaki's Mike Kiedrowski bagged the overall win during round two of the AMA 125/250cc National MX Series at the Prairie City OHV Park in Sacramento, California. See page 6 for the full report. Photo by Kinney Jones.

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MAY 1995 SCHEDULE ON *ESPN*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	5/7	2:30-3:00am	&	Wed.	5/10	4:30-5:00pm
Sunday	5/14	2:30-3:00am	&	Monday	5/15	5:00-5:30pm
Sunday	5/17	2:30-3:00am	&	Monday	5/22	5:00-5:30pm
Sunday	5/28	2:30-3:00am	&	Tuesday	5/30	3:00-3:30pm
PACIFIC TIME						
Saturday	5/6	11:30-12:00am	&	Wed.	5/10	2:30-3:00pm
Saturday	5/13	11:30-12:00am	&	Monday	5/15	2:00-2:30pm
Saturday	5/20	11:30-12:00am	&	Monday	5/22	2:00-2:30pm
Saturday	5/27	11:30-12:00am	&	Tuesday	5/30	12:00-12:30pm

MAY 1995 REPEAT SCHEDULE ON *ESPN2*

EASTERN TIME			PACIFIC TIME		
Saturday	5/6	7:00-7:30am	Saturday	5/6	4:00-4:30am
Saturday	5/13	5:00-5:30am	Saturday	5/13	2:00-2:30am
Saturday	5/20	6:30-7:00am	Saturday	5/20	3:30-4:00am
Saturday	5/27	7:00-7:30am	Saturday	5/27	4:00-4:30am

Rock-hop from Trials to the Hillclimbs as MotoWorld ushers in the month of May with more great motorcycle racing series action. Follow Honda rider Jeremy McGrath's ruthless assault on the record books, catch the beginning of the Outdoor Nationals, and check in on your Grand Prix favorite - the thrill of racing is in the air!

Plus, LeRoy Powell will take you behind the lines for a look at track building and the environmental considerations of dual sport riding. All this and more on MotoWorld.

Strap on the goggles for a wild trip to "Cooperland" with Team Suzuki Off-Road. MotoWorld 2 and a motley riding crew descend on Guy Cooper's little house on the prairie. Tune in for night-riding, paint ball, and some Flat Track action.

Mama Mia, order a pizza, stir up some spaghetti and meatballs - Jerry's going to Italy! Diplomatic sanctions are pending as motorcycling's Machiavelli hits the old world. May on MotoWorld 2.

MAY 1995 SCHEDULE ON *ESPN2*

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
				Friday	5/5	3:00-3:30am
Sunday	5/14	5:00-5:30pm	&	Tuesday	5/23	2:30-3:00am
Sunday	5/28	5:30-6:00pm	&	Friday	6/2	2:00-3:00am
PACIFIC TIME						
				Friday	5/5	12:00-12:30am
Sunday	5/14	2:00-2:30pm	&	Monday	5/22	11:30-12:00am
Sunday	5/28	2:30-3:00pm				

U.S. Supercross Series

MAY 1995 SCHEDULE ON *ESPN*

EASTERN TIME				**PACIFIC TIME**		
Pontiac, MI	Wed	5/3	1:00-2:00am	& Tue	5/2	10:00-11:00pm
Charlotte, NC	Sat	5/20	12:00-1:00pm	& Sat	5/20	9:00-10:00am

MAY 1995 REPEAT SCHEDULE ON *ESPN2*

EASTERN TIME				**PACIFIC TIME**		
Minn., MN	Sat	5/6	11:00-12:00am	& Sat	5/6	8:00-9:00pm
Anaheim, CA	Mon	5/15	11:00-12:00am	& Mon	5/15	8:00-9:00pm
Seattle, WA	Sat	5/20	11:00-12:00am	& Sat	5/20	8:00-9:00pm
San Diego, CA	Sat	5/27	11:00-12:00am	& Sat	5/27	8:00-9:00pm

ESPN

AMA Motocross Series

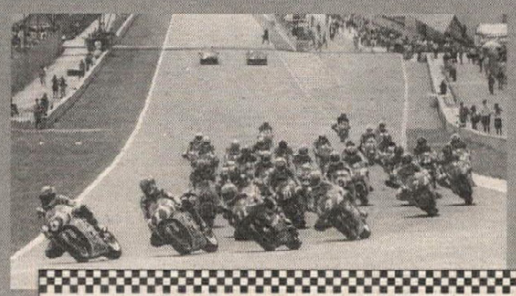
MAY 125cc SCHEDULE ON *ESPN2*

EASTERN TIME				**PACIFIC TIME**		
Gainesville, FL	Sat	5/13	11:00-12:00am	& Sat	5/13	8:00-9:00pm
Sac., CA	Sat	5/22	11:00-12:00am	& Sat	5/22	8:00-9:00pm

MAY 250cc SCHEDULE ON *ESPN*

EASTERN TIME				**PACIFIC TIME**		
Sac., CA	Tues	5/30	12:30-1:30am	& Mon	5/29	9:30-10:30pm

World Grand Prix Series



MAY 1995 SCHEDULE ON *ESPN*

EASTERN TIME				**PACIFIC TIME**		
Malaysia GP	Fri	5/5	1:00-2:00am	& Thu	5/4	10:00-11:00pm
Japan GP	Sat	5/13	1:00-2:00am	& Fri	5/12	10:00-11:00pm
Spain GP	Fri	5/26	1:00-2:00am	& Thu	5/25	10:00-11:00am

MAY 1995 SCHEDULE ON *ESPN 2*

EASTERN TIME				**PACIFIC TIME**		
Malaysia GP	Sun	5/5	11:00-12:00pm	& Fri	5/5	8:00-9:00am
Japan GP	Mon	5/8	11:00-12:00am	& Mon	5/8	8:00-9:00pm
	Wed	5/10	11:00-12:00am	& Wed	5/10	8:00-9:00pm
Spain GP	Mon	5/29	7:30-8:30pm	& Mon	5/29	4:30-5:30pm

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Round 2: Prarie City OHV Park

Kiedrowski, Hughes hang 'em high

(Left) Mike Kiedrowski secured the 250cc overall win with a runaway perfromance in the second moto.
(Below) Ryan Hughes won the first 125cc class moto and backed it up with a solid third in moto two.

By Davey Coombs
Photos by Kinney Jones and Coombs

SACRAMENTO, CA, MAY 7

On a perfect day for racing, Team Kawasaki's Mike Kiedrowski and Team SpitFire/Pro Circuit/Kawasaki's Ryan Hughes emerged from a pair of fierce battles to claim the 250cc and 125cc overall wins, respectively, at the 27th annual Dirt Diggers Hangtown MX Classic. The 26-year-old Kiedrowski posted 4-1 moto scores to beat out Yamaha's Jeff Emig (1-4) on a tie breaker, while Hughes scored the third 125cc National win of his career with a 1-3 score, edging Suzuki's Damon Huffman (2-2) based on points scored (45 to 44).

"I had some problems in the first moto, but we did some things different between motos and it worked just perfectly in the second race," said Kiedrowski, who ran and hid from the rest of the field in the second 250cc moto. "I was just getting points for the championship and not really worried about the overall after I got fourth in the first moto, but I'll take a win anyway I can get it!"

Emig finished a career-high second overall in the 250cc class, while three-time World Champion Greg Albertyn put in his best score of the season with third overall via a 2-6 tally.

"There was nothing I could do at the end of the second moto but watch the battle up front," said Hughes of the decisive duel between Suzuki teammate Huffman and Tim Ferry. "I tried as hard as I could to catch those guys, but I was just too far back to begin with. I was thinking that it would be just like last year when I went 1-3 at Washougal and Damon went 2-2. I was trying my hardest but I couldn't catch up, so I just watched and pulled for Ferry."

Ferry did win for first time in his professional career and the prize was third overall behind Hughes and Huffman. Rounding out the top five overall in the 125cc class were Honda of Troy's often overlooked 125cc hero Mike Brown and California veteran privateer Buddy Antunez.

This year's Hangtown Classic had to rate as one of the best events the Dirt Diggers M/C Club has ever hosted. After several years of terribly hot or extremely wet conditions, the event was moved, at the request of the club, to the first weekend of May in the hopes that the weather would not be too drastic either way. The club was fortunate enough to get a warm, breezy day that brought out a crowd of close to 10,000 race fans to witness the second round of the 1995 AMA 125/250cc National MX Championships.

This year's course was popular among the riders. Run in counterclockwise direction, the long, fast track was augmented with more than 100 loads of sand to soften up the normally hard-pack ground. The resulting track was still fast, but deep berms and braking bumps were everywhere, and the faces of the jumps were laced with ruts. The mix complicated things enough to push lap times up to around the 2:10 mark on what many riders felt was the best Hangtown track in years.

"The track was way better this year compared to last," said Hughes. "The track was fast and slippery last year and I

didn't really care for it. This year the grooves are real deep and I like it like that." Those grooves gave Hughes ample lines and opportunities to recover from a midpack start in the second moto clinch the day's overall.

When asked if this third straight Hangtown win made up for his slower-than-expected start at Gainesville, Kiedrowski was quick to defend his season. "I don't think I had a slow start at all. You people (media) exaggerate things like that a little bit. Sometimes you have bad days and sometimes you have good days. Gainesville was so long ago and it may not have been a great day but I made up for it the following week (by winning the Daytona Supercross). Someone said, 'Now you're riding like the old Mike,' and I'm like, wait, I won this race last year, too. I think that there's good press and bad press."

Kiedrowski, piloting a Brian Lunniss-tuned Kawasaki KX250, rose to second in the 250cc points standings and trails first-round winner McGrath by a single digit (81 to 80). Emig is just as close in third with a total of 79 points.

"It's hard to tell what's going to happen with the rest of the series," said Kiedrowski when asked what his outlook on the outdoor championship was after winning Hangtown. "There's a lot of guys going fast and they may get faster in the next few months. I'm just going to give it my hardest at every race and deal with whatever comes my way. I'm not saying that I'm the best or that I'm going to beat them every moto but that's what I hope to do. I just want to ride like I did years ago and win championships."

Kiedrowski, in his eighth year of professional racing, already possesses four AMA National MX Championships.

The 125cc class is almost as close. Huffman leads Hughes by one point (84-83) while first-round winner Robbie Reynard - 3/DNF at Hangtown - is tied for third with Hughes' SplitFire/Pro Circuit teammate Mickael Pichon.

"There's a lot of races left but I feel strong and my bike is working good and I think we can get the championship," said Hughes, who is wrenched for by Wyatt Seals. "Hopefully I will just keep going and going and going."

250cc

South Africa's Albertyn jumped into the lead at the start of the first moto with Emig, Team Noleen's Kyle Lewis, Larry Brooks and Team Honda/1-800-COLLECT's McGrath in tow. Within a lap McGrath and Kiedrowski demoted Lewis and Brooks, giving each of the four Japanese teams a rider in the top four. In fact, all of the principle players in the 250cc title chase - with the exception of the injured and absent Mike LaRocco - got away cleanly, though Honda's Doug Henry went down on the fourth lap and lost more than a dozen positions.

For six laps, Albertyn led everyone, but Emig stayed right with him. Together the two took the battle away from McGrath, who was in turn trying to hold his position against Kiedrowski. Near the halfway mark, Emig out-charged Albertyn on a long downhill and seized a lead that he would never relinquish.

"It seemed like Greg got a little bit screwed up coming out of the corner up top but I got the good drive and started jumping down the hill faster than him," explained Emig of the pass. "I basically had the momentum and after that I just tried to be smooth and put in good laps. I think I could have maybe pulled away but it seemed like I kept getting the short end of the stick on the lappers. Actually, I got so caught up in that that I didn't know that it was Albertyn still behind me - I thought it was McGrath."

(Above) Jeff Emig scored the first 250cc moto win of his career. (Right) Three-time World Champion Greg Albertyn was third in Sacramento.

"I just couldn't seem to settle down out there," said Albertyn later. "I was really stiff and started making mistakes, which is ridiculous, and I just let Jeff pass me. He was riding really well. I'm a little bit disappointed with the way I rode. My forearms pumped up so bad I've even got blisters from holding on."

At the 20-minute mark, Kiedrowski moved past McGrath and started closing on Albertyn, but with 10 minutes to go, Kiedrowski crashed hard at the bottom of the long downhill.

"I came off that hill from the jump and landed on the braking bumps," explained Kiedrowski. "My suspension was a little too soft, so when I landed the bike just unloaded on me. I went sideways this way and that way and I was all over the bike. I still tried to make the corner but I fell and it tweaked my knee a little bit. I was slow getting up but the damage was done - my main thing was to get points on Jeremy." Kiedrowski never got back up to McGrath, let alone Emig and Albertyn, and finished the moto fourth ahead of a distant Dowd, Lewis and Henry.

"I was right behind those guys and I felt pretty tight," admitted McGrath after the race. "I started struggling with that and I just kind of lost it for a little while. I was struggling to find good lines and wasn't riding very loose. After I passed Kiedrowski back I felt better - that kind of charged me up. The way it started was kind of the way it finished, so I need to change that for the second moto."

McGrath did just that when he blasted into the lead at the start of the second 250 moto ahead of Kiedrowski, Henry and the rest of the back. Albertyn was back in sixth after a lap; Emig ninth. That left McGrath and Kiedrowski to concentrate on making an immediate break from everyone.

"I had a great start - second was exactly where I wanted to be," said Kiedrowski of the second moto. "Jeremy was ahead of me and he seemed to want to go fast the first couple of laps to get away. I knew I could stick with him and after a few laps I just went by and kept that pace the whole time."

While Kiedrowski rode away with a huge win, the fans were left to watch an amazing five-man battle for second place that would decide the overall winner. Yamaha's John Dowd and Emig, Honda's Henry and McGrath and Suzuki's Albertyn were never more than a few feet apart throughout the moto. At one point or another Albertyn, Henry and McGrath all took turns riding in second, and at various times Albertyn, Henry and Emig were all in position to clinch the overall. But the fluid order was not resolved until the late stages when Albertyn faded from second to sixth in a hurry, McGrath found himself in a similar downward spiral, and Emig could not get around teammate Dowd on the last frantic lap.

"I had no idea that Kiedrowski was winning so I just kept focusing on Henry," said Emig, who would have won his first-ever 250cc National had he finished third in the second moto. "On the last lap I kept yelling at Dowd, hoping he would mess up or pull over or something but it just didn't work."

Emig was also dissatisfied in knowing that a midrace spill in a slow corner cost him some valuable momentum and may have made all the difference in the end. "That probably cost me two laps to recover and I felt like all I needed was a couple more turns at the end. Hey, I got as close to winning an overall as you can possibly get without doing it, and I'm right there in the points, so I'm pretty happy about today."

"I didn't know who was behind me," said Dowd, whose day started with a terrible heat-race high-side on one of the downhills and ended with a solid third-place effort. "I do know that that race was really fun and exciting the whole way through. It was good experience for me because I need that kind of high-speed dicing and stuff. It helps me in the long run."

"The race was tight and fun but the weirdest thing happened - my helmet came unstrapped," said McGrath, who also fell in a slow corner halfway through the race. "I didn't know whether to lay off or just keep gassing but finally I just said 'Forget it!' and gassed it. Everyone was riding really hard and I just got the short end of the stick. I only lost seven points on the day so I'm not too upset about how I finished. There's a long way to go."

"The first moto I rode tight and I just didn't want to ride tight that moto," said Henry, who finished second in the last race. "Mike got away from everyone but I felt like I could ride with everyone else. It's like when Albertyn passed me. I knew that if I could stay with him for one lap I could stay with him the rest of the race and maybe pass him. I guess it worked."

"I could see Albertyn in a couple of turns so I knew he was in second for a while," said Kiedrowski, who had a 15-second lead at the halfway mark of the nearly 35-minute-long moto. "I figured he would be the winner, so I didn't know that I had the overall until I pulled off the track and everyone was waiting for me at the finish line saying, 'You got it! You got it!'" Kiedrowski was followed across the finish line by a freight train with Henry

Round 2: Prarie City OHV Park

pursuit of the leader and victory. "Once I got into second I knew that Reynard saw me and I think he pumped up or got tired at that point."

Hughes made the pass on Reynard - the first time Reynard has ever been passed while leading a 125cc National moto - with four laps to go and started his own sprint to the checkered flag. Reynard was left to fight off his own forearm pump while struggling to hold on to second as Brown and Huffman closed in.

"I didn't get the best start and I know I rode a little tight there at first," said Huffman, who completed the first lap in eighth place. "I slowly passed one guy at a time, though I know I stayed behind Pichon for most of the race. Once I passed him I broke loose and started really charging. I know that I felt better at the end of the race than I did at the beginning. Once I got up to Brown I just went to the inside of him but I got a little scared because Brown will pass you right back if you're not careful. Once I passed him I just cleared my goggles and went right after Reynard."

With two laps to go, a struggling Reynard was getting maximum pressure

(Left) Recently crowned 125cc Eastern Regional Supercross Champion Mickael Pichon (101) was sixth overall. Craig Decker (27) was 10th, and Gainesville winner Robbie Reynard (22) was 11th. (Below) Jeremy McGrath retained his series point lead by finishing sixth.

at the front. Dowd, Emig, McGrath and Albertyn followed.

"I can't put my finger on what happened today but I kept making little mistakes," reasoned Albertyn after the race. "It's hard to get used to the different riders and tracks but I just need to work harder. I didn't get tired but I made a little mistake and Henry passed me, and then another little mistake and Dowd passed me. I'm just not happy with my riding."

125cc

The first 125cc moto bolted from the starting gate into the first double-right corners with Honda of Troy's Mike Brown leading Kawasaki's Robbie Reynard, Ferry, Team VelveTouch's Mike Healey, Hughes and Pichon. An eight-rider pileup in the first turn took down Mike Craig, Suzuki's Craig Decker and 125cc Eastern SX runner-up Davey Yezek. Craig's Honda of Troy teammate Brian Swink would also go down on the first lap and restart outside the top 30.

For two laps the lead order remained the same but then Reynard made his move. The inconsistent teenager flew into the lead and immediately started to pull away from Brown. The situation looked similar to the second moto at Gainesville, when Reynard burst into the lead and promptly left the rest of the field behind.

Near the 15-minute mark, Healey started to fade and gave up spots to Hughes, Pichon and Huffman. Hughes kept going, passing Ferry and Brown within two laps and set his sights on Reynard, who possessed a lead of 10 seconds. Pichon appeared to be tiring and was quickly demoted by Huffman, who had seemed to find his rhythm at the 20-minute mark. With just over ten minutes to go the order was Reynard, Hughes, Brown, Ferry and Huffman. Also starting to build momentum was Pro Circuit support rider Casey Johnson, who rose from ninth to sixth, passing Healey and Pichon along the way.

"After about the fifth lap my arms pumped up and I just tried to ride with

them pumped and it didn't work too good," said Reynard, who has been off since being injured at the Pontiac SX a month ago.

"I know Robbie starts off kind of fast but I know that I've been training real hard lately and I knew I would be strong at the end," said Hughes of his

from Huffman and a stubborn Brown. As the trio charged into a sloping right-handed U-turn, Brown tried to go inside of both factory riders but dropped his Honda in the berm. With his work cut in half, Huffman focused on Reynard and pulled the trigger within a few more corners to secure second behind Hughes.

Brown remounted for a career-high fourth behind Reynard, while Ferry, struggling with fatigue after missing six weeks with a broken jaw, held on for fifth. Johnson was an impressive sixth ahead of Healey and Honda privateer Buddy Antunez.

"That's still the best outdoor race I ever had," said Brown as he prepared for the second moto. "Whenever I do get up toward the front I always seem to fade back a little at the end, but this time I stayed right up there. I even led a couple of laps. I just want to go out there and do it again if I can."

Brown started the second moto a close third to holeshot man Ferry and veteran California racer Healey. Within a lap Brown was around Healey and began dueling with Ferry, an old rival from back east.

"It was pretty cool to be up there with Mike because we aren't the most well-known riders on the circuit," said Ferry, who hails from Florida. "It's always good to see East Coast guys up front - especially when I'm one of them."

While the two interlopers raged together out front, home state heroes Huffman and Hughes were trying to rise into contention. Huffman was fifth after the first lap while Hughes was back in 10th. It would take Huffman just three laps to make it to third but by that time Ferry and Brown had worked together to build a surprising advantage. Huffman chipped away at that lead but then gave himself more of a disadvantage when he fell all by himself in a slow corner just before the halfway mark.

"I just kind of tucked the front end in a groove and I started pedaling and pedaling to keep myself up, but the groove was too long," said Huffman. "I just fell down and lost a little bit of time but in the end it probably cost me the race."

"I felt like I could win at the beginning, but at the midway point I kind of got tired," said Ferry. "Huffman fell or bottled or something and it gave us a gap on him."

Further back Reynard was having his share of problems. A 12th-place start was made worse after four laps when the 18-year-old factory rider fell on his left side on one of the fast hills.

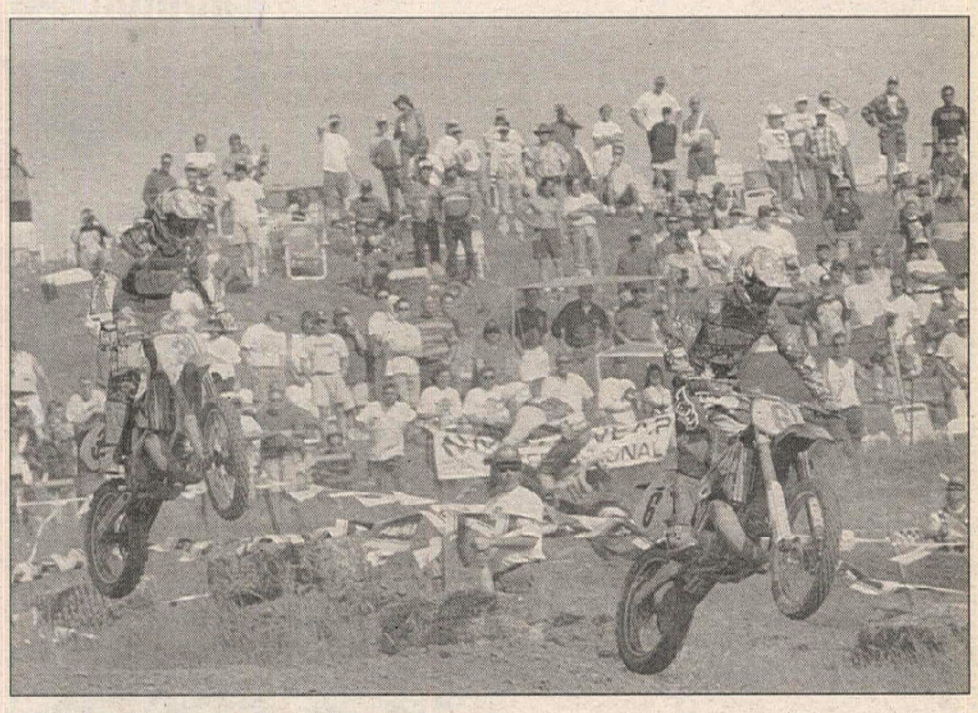
"I didn't get too good of a start and I was just trying to pick off people each lap and get in the top five," said Reynard. "I got cross-rutted on one of the downhills and went down." Reynard rode a few more laps but then called it a day.

It took Huffman 10 more minutes to catch back up to Brown and he passed the semi-privateer with six laps to go. Ferry was right in front of him and it appeared to everyone that Huffman was going faster and that Ferry was getting tired. But Ferry somehow stayed focused on the win and spent the last 10 minutes of the moto putting up a frantic defense against his teammate. Several times Huffman appeared to have the drive to take over the lead only to be rebuffed by Ferry.

"He got real close to me at the end, especially coming out of the fast corner on the infield," said Ferry. "He got half a bike length up on me but I just moved over and took his line away."

"Tim really surprised me at the end because I caught him pretty quick but then I couldn't get past him," said Huffman. "He rode really good but even on the last lap I thought I had some chances to get him but I just kind of messed up right before I made my move. I had a little bit more speed than him on the infield but he moved over on me. Hey, anyone would move over like that."

But Ferry's victory was costly for the Suzuki team. Because Hughes was able to quietly supplant Brown as the third-



(Left) 125cc runner-up Damon Huffman (12) did all he could to overtake his teammate Tim Ferry (23), but was forced to settle for second in moto two, as well as in the overall standings. (Above) Jeff Emig (6) earned second overall in the 250cc class via 1-4 moto finishes. Jeremy McGrath (3) had an off day, finishing sixth.

place rider, it gave the Kawasaki rider one more point than Huffman in the final tally and the day's overall win. As far as team tactics go, the 19-year-old Huffman had no qualms with Ferry not letting him by. "It's only the second race of the season and he's still fighting for points just like I am. But I can tell you that losing that moto cost me about $10,000."

"I was thinking that Suzuki might give me the board to let Damon by but it never came out," said Ferry of the last battle. "I kind of thought he already had the overall won because it was 2-2 to 1-3 but I forgot about the points thing. I'm pretty happy that I won because it's the first time I ever led a race and the first time I ever won."

"I got a bad start and I just had to push really hard the whole time," said Hughes of the finale. "I was riding a little bit crazy and maybe over my head at first but it's hard to push on this track. I was really making some mistakes but in the end it paid off. I settled down and tried to get as many points as I could toward the championship."

Finishing fifth in the final moto was Honda rider Antunez, who received $500 for being the top privateer of the day from the Camel/Skoal Privateer Fund. Pichon was sixth while Nebraska's 19-year-old Brian Deegan finished a career-high seventh. CN

Prarie City OHV Park
Rancho Cordova, California
Results: May 7, 1995

125cc MOTO 1 (30 minutes plus 2 laps): 1. Ryan Hughes (Kaw); 2. Damon Huffman (Suz); 3. Robbie Reynard (Kaw); 4. Mike Brown (Hon); 5. Tim Ferry (Suz); 6. Casey Johnson (Kaw); 7. Mike Healey (Hon); 8. Buddy Antunez (Hon); 9. Mickael Pichon (Kaw); 10. Chad Pederson (Hon); 11. Scott Sheak (Suz); 12. Brian Swink (Hon); 13. Jason McCormick (Hon); 14. Craig Decker (Suz); 15. Brian Deegan (Hon); 16. Corey Keeney (Yam); 17. Jeff Willow (Kaw); 18. David Pingree (Kaw); 19. Rusty Holland (Suz); 20. Spud Walters (Suz); 21. Oscar Lanza (Hon); 22. J. Partridge (Suz); 23. Erik Hilton (Hon); 24. S. Highland (Suz); 25. Michael Brandes (Kaw); 26. Ryan Huffman (Hon); 27. C, McAlister (Suz); 28. Ty Birdwell (Hon); 29. Forrest Transue (Hon); 30. Tony Graves (Hon); 31. S. Waring (Kaw); 32. D. Owens (Kaw); 33. Tommy Clowers (Hon); 34. Denny Stephenson (Suz); 35. Greg Schnell (Suz); 36. Mike Craig (Hon); 37. Brian Roth (Hon); 38. Davey Yezek (Suz); 39. M. York (Hon); 40. Jeff Pestana (Hon). Time: 35:06.38).

125cc MOTO 2 (30 minutes plus 2 laps): 1. Tim Ferry (Suz); 2. Damon Huffman (Suz); 3. Ryan Hughes (Kaw); 4. Mike Brown (Hon); 5. Buddy Antunez (Hon); 6. Mickael Pichon (Kaw); 7. Brian Deegan (Hon); 8. Craig Decker (Suz); 9. Michael Brandes (Kaw); 10. Chad Pederson (Hon); 11. Casey Johnson (Kaw); 12. Jason McCormick (Hon); 13. Scott Sheak (Suz); 14. Denny Stephenson (Suz); 15. Brian Swink (Hon); 16. Jeff Willoh (Kaw); 17. Davey Yezk (Suz); 18. Spud Walters (Suz); 19. David Pingree (Kaw); 20. Corey Keeney (Yam); 21. Greg Schnell (Suz); 22. Rusty Holland (Suz); 23. J. Partridge (Suz); 24. Jeff Pestana (Hon); 25. Tommy Clowers (Hon); 26. Ryan Huffman (Hon); 27. S. Waring (Kaw); 28. Forrest Transue (Hon); 29. Brian Roth (Hon); 30. C. McAlister (Suz); 31. M. York (Hon); 32. D. Owens (Kaw); 33. Erik Hilton (Hon); 34. Mike Craig (Hon); 35. O. Lanza (Hon); 36. Mike Healey (Hon); 37. Robbie Reynard (Kaw); 38. Ty Birdwell (Hon); 39. Tony Graves (Hon); 40. S. Highland (Suz).
Time: 35 min., 23.75 sec.

125cc O/A: 1. Ryan Hughes (Kaw); 2. Damon Huffman (Suz); 3. Tim Ferry (Suz); 4. Mike Brown (Hon); 5. Buddy Antunez (Hon); 6. Mickael Pichon (Kaw); 7. Casey Johnson (Kaw); 8. Chad Pederson (Hon); 9. Brian Deegan (Hon); 10. Craig Decker (Suz); 11. Robbie Reynard (Kaw); 12. Scott Sheak (Suz); 13. Jason McCormick (Hon); 14. Brian Swink (Hon); 15. Mike Healey (Hon); 16. Michael Brandes (Kaw); 17. Jeff Willoh (Kaw); 18. Denny Stephenson (Suz); 19. Corey Keeney (Yam); 20. David Pingree (Kaw); 21. Davey Yezek (Suz); 22. Spud Walters (Suz); 23. Rusty Holland (Suz).

1995 AMA 125cc NATIONAL CHAMPIONSHIP POINT STANDINGS (After 2 of 12 rounds): 1. Damon Huffman (84); 2. Ryan Hughes (83/1 win); 3. Robbie Reynard (65/1); 4. Mickael Pichon (65); 5. Tim Ferry (62); 6. Mike Brown (62); 7.Brian Swink (45); 8. Buddy Antunez (44); 9. Chad Pederson (38); 10. Scott Sheak (34); 11. Craig Decker (30); 12. David Pingree (30); 13. Casey Johnson (25); 14. Steve Lamson (45); 15. Guy Cooper (20); 16. Brian Deegan (20); 17. Davey Yezek (17); 18. Jason McCormick (17); 19. Kevin Windham (15); 20. Mike Healey (14); 21. Mike Craig (12); 22. Barry Carsten (12); 23. Michael Brandes (12); 24. Denny Stephenson (11); 25. Jeff Willoh (9); 26. Ty Wallace (7); 27. Corey Keeney (6); 28. Pedro Gonzalez (5); 29. Spud Walters (4); 30. Tony Loruss (4); 31. Nathan Ramsey (3); 32. Rusty Holland (2); 33. Jim Neese (1); 34. Paul Currie (1).

250cc MOTO 1 (30 minutes plus 2 laps): 1. Jeff Emig (Yam); 2. Greg Albertyn (Suz); 3. Jeremy McGrath (Hon); 4. Mike Kiedrowski (Kaw); 5. John Dowd (Yam); 6. Kyle Lewis (Yam); 7. Doug Henry (Hon); 8. James Dobb (Hon); 9. Lance Smail (Hon); 10. Larry Ward (Yam); 11. Larry Brooks (Yam); 12. Todd DeHoop (Hon); 13. Jean-Sebastien Roy (Hon); 14. Kevin Crine (KTM); 15. Rich Taylor (Hon); 16. Patrick Gomm (Suz); 17. Ricky Ryan (Suz); 18. Ty Wallace (KTM); 19. Scott Myers (Kaw); 20. Ray Crumb (Hon); 21. Dag Boyesen (Yam); 22. J. Tierney (Suz); 23. Donald Upton (Suz); 24. Davey Castillo (Kaw); 25. Jimmy Lewis (Hon); 26. Chad Smanjak (Hon); 27. Adam Humphrey (Suz); 28. Dan Bisceglia (Hon); 29. D. Bloomfield (Yam); 30. J. Norton (Kaw); 31. J. Windham (Suz); 32. S. Wooten Hon); 33. K. Mayes (Kaw); 34. Takateru Atsuta (Hon); 35. C. Hart (Yam); 36. Brian Manley (Yam); 37. M. Broadbelt (Yam); 38. Phil Lawrence (Kaw); 39. Jeff Yentzer (Kaw); 40. J. Clay (Yam).
Time: 36 min., 8.22 sec.

250cc MOTO 2 (30 minutes plus 2 laps): 1. Mike Kiedrowski (Kaw); 2. Doug Henry (Hon); 3. John Dowd (Yam); 4. Jeff Emig (Yam); 5. Jeremy McGrath (Hon); 6. Greg Albertyn (Suz); 7. Larry Ward (Yam); 8. Kyle Lewis (Yam); 9. Todd DeHoop (Hon); 10. James Dobb (Hon); 11. Phil Lawrence (Kaw); 12. Jean-Sebastian Roy (Hon); 13. Rich Taylor (Hon); 14. Ty Wallace (KTM); 15. Kevin Crine (KTM); 16. Ricky Ryan (Suz); 17. Larry Brooks (Yam); 18. Patrick Gomm (Suz); 10. Takateru Atsuta (Hon); 20. Brian Manley (Yam); 21. Dag Boyesen (Yam); 22. Lance Smail (Yam); 23. Ray Crumb (Hon); 24. Davey Castillo (Kaw); 25. J. Tiearney (Suz); 26. C. Swanjak (Hon); 27. Dan Bisceglia (Hon); 28. Jeff Yentzer (Kaw); 29. Adam Humphrey (Suz); 30. Jimmy Lewis (Hon); 31. D. Bloomfield (Yam); 32. J. Windham (Suz); 33. D. Broadbelt (Yam); 34. Shawn Wooten (Hon); 35. Scott Myers (Kaw); 36. C. Hart (Yam); 37. J. Norton (Kaw); 38. Donald Upton (Suz); 39. K. Mayes (Kaw); 40. J. Clay (Yam).
Time: 34 min., 45.74 sec.

250cc O/A: 1. Mike Kiedrowski (Kaw); 2. Jeff Emig (Yam); 3. Greg Albertyn (Suz); 4. Doug Henry (Hon); 5. John Dowd (Yam); 6. Jeremy McGrath (Hon); 7. Kyle Lewis (Yam); 8. Larry Ward (Yam); 9. James Dobb (Hon); 10. Todd DeHoop (Hon); 11. Jean-Sebastien Roy (Hon); 12. Rich Taylor (Hon); 13. Larry Brooks (Yam); 14. Kevin Crine (KTM); 15. Lance Smail (Hon); 16. Phil Lawrence (Kaw); 17. Ty Wallace (KTM); 18. Ricky Ryan (Suz); 19. Patrick Gomm (Suz); 20. Takateru Atsuta (Hon); 21. Scott Myers (Kaw); 22. Brian Manley (Yam); 23. Ray Crumb (Hon).

1995 AMA 250cc NATIONAL MOTOCROSS CHAMPIONSHIP POINTS STANDINGS (After 2 of 12 rounds): 1. Jeremy McGrath (81/1win); 2. Mike Kiedrowski (80/1 win); 3. Jeff Emig (79); 4. Doug Henry (72); 5. Greg Albertyn (59); 6. Larry Ward (52); 7. John Dowd (52); 8.Kyle Lewis (46); 9. James Dobb (44); 10. Todd DeHoop (42); 11. Ezra Lusk (26); 12. Mike LaRocco (25); 13. Rich Taylor (21); 14. Phil Lawrence (21); 15. Jean-Sebastien Roy (18); 16. Brian Manley (17); 17. Anthony Armaradio (17); 18. Larry Brooks (14); 19. Kevin Crine (13); 20. Lance Smail (12); 21. Jeff Dement (12); 22. Cliff Palmer (12); 23. Ty Wallace (10); 24. Ricky Ryan (9); 25. Dag Boyesen (9); 26. Patrick Gomm (8); 27. Scott Myers (20); 28. Takateru Atsuta (2); 29. Brian Austin (2); 30. Ray Grumb (1); 31. David Gaylord (1).

Upcoming Rounds:
Round 3 - Mt. Morris, PA, May 28
Round 4 - Budds Creek, MD, June 18

Briefly...

Pre-race favorite **Steve Lamson**, a Team Honda/1-800-COLLECT/Fox rider from nearby Pollock Pines, California, missed the Hangtown round of the 125cc AMA National Championship Series after damaging his knee at the Dallas SX last weekend. Lamson, winner of the first 125cc moto of the series in Florida in March, suffered third-degree tears of the medial and anterior cruciate ligaments of his right knee and will be out until at least May 28, when the outdoor national series resumes at Mt. Morris, Pennsylvania.

Underneath the Honda tents sat the clean, well-prepped #5 bike of the absent Steve Lamson. When team manager **Wes McCoy** was asked the question, "Why didn't Honda allow anyone else a chance to compete on the state-of-the-art bike until Lamson's return?" McCoy answered, "Unless you find someone that's capable of handling this kind of motorcycle you might do more damage to the rider's chances than to help him. We opted not to do anything, although we did call Jeff (Stanton) and asked him if he was interested in riding. He evaluated the idea overnight and called back to say that the racer in him wanted to do it for the team but the businessman in him said that for the sake of safety he didn't want to take a chance. Jeff hasn't been current in his training and he felt that his reflexes were not what they should be. We agreed, but at least we considered him first and foremost. We looked at other 125 riders but it just wouldn't work out. As far as the Honda of Troy riders go (Brian Swink, Mike Craig and Mike Brown), we have contracts with our sponsors and they have contracts with their sponsors that must be honored. For instance, they use Pro Circuit pipes, we use Bill's Pipes. We just didn't want to cause any controversy by handing this bike over to someone."

Also absent from this round of the outdoor series was defending 250cc National MX Champion **Mike LaRocco**, who broke his arm at the Charlotte Supercross, and Team Suzuki's 250cc contender **Ezra Lusk**, who jammed his wrist while practicing during the week. There was no word from the Kawasaki or Suzuki camps as to when either rider would be returning.

While Honda of Troy's **Mike Brown** was having the best outdoor day of his racing career, the team's other Mike was having a terrible day. **Mike Craig** crashed on the start of the first moto but worked his way all the way up to 12th before falling again at the halfway mark and retiring. Then, while running 15th in the early stages of the second moto, Craig went off the side of a fast Hangtown jump and slammed into a photographer who was looking the other way. Both rider and cameraman appeared to be okay, though the collision brought an end to a miserable, pointless day for Craig.

The fact that **Tim Ferry** won the second 125cc moto win was even more impressive when one considers the injury that he's been dealing with. After crashing on press day and breaking his jaw at the Houston Supercross in March, Ferry had his mouth wired shut. "I couldn't train or anything because I couldn't get enough air through my mouth," said Ferry, who was on a liquid diet for four weeks. "I tried rollerblading but that didn't work, so I didn't do anything until I started riding two weeks ago. Even now I can't open my mouth all the way, so I was surprised that I stayed up front that whole moto. I guess it shows me that all I need is a holeshot to win."

The star of the **Sound of Thunder** Four-Stroke race at intermission was two-time World MX Champion **Donny Schmit**, who left Europe for good at the end of the '94 season. Schmit won Hangtown aboard a prototype CCM 625C four-banger. "The company called me and wanted to work something out for the series and I thought, "Why not?" It's a way to be around racing without being too serious," said Schmit, who is residing back in his native Minnesota. "This is my first-ever four-stroke race and my first-ever win. I had spent some time in Grand Junction, Colorado, at the CCM America headquarters testing and just showed up here. The bike works good and I was real happy with it." **Lance Smail** was second in the Sound of Thunder race and was awarded $500 from Camel and Skoal for top privateer in the 250 class by virtue of his ninth-place finish in the first moto.

Homecoming King

By Henny Ray Abrams
Photos by Gold & Goose

JEREZ, SPAIN, MAY 7

The short version of the Spanish Grand Prix at Jerez goes like this: Lucky Strike Suzuki's Kevin Schwantz didn't show up, Repsol Honda's World Champion Michael Doohan crashed out of the lead, Fortuna Honda's Alberto Puig won his first 500cc GP, as well as first-ever GP, and became the first Spaniard to ever win his home GP, and, finally, Lucky Strike Suzuki's Daryl Beattie leads the 500cc World Championship.

To the 100,000 or so highly partisan and enthusiastic Spaniards it was a day to remember with favorite son Puig taking over the lead when Doohan crashed in a violent high-side when his rear tire failed him on the 21st of 27 laps. Doohan walked away and could only watch as Puig edged away from Marlboro Roberts Yamaha's Luca Cadalora, the Italian racing on Michelin tires, front and rear, to his best finish of the year.

"If I didn't do it today, maybe I would never do it again," the 28-year-old Barcelonan Puig said of his breakthrough victory. "That's why I can't go 70 percent today. I have to go 100 percent. All the people out there wanted a Spaniard to win today and today is my day."

"Alberto, I was very impressed with him today," Cadalora said after finishing second, 5.093 seconds in arrears. "When he led the race I thought maybe with a little pressure I could catch him, but no way."

Puig rode a smart race, but it wasn't particularly fast. He completed the 27-lap, 74.21-mile race in 47 minutes, 45.728 seconds at an average speed of 93.334 mph. Doohan had won last year's race with an average speed of 93.701 mph.

The Aussie World Champion explained that "the back just broke away when I was on the gas and the bike stepped out in a big way; and I was high-sided off the machine. The rear tire had been running loose and the bike had been sliding pretty badly a few times, but nothing like that."

Third place was decided on the penultimate lap with Repsol Honda's Alex Criville, who'd overcome machine problems that had plagued him all weekend, finally getting the better of Marlboro Roberts Yamaha's Norifumi Abe to give the Spaniards a 1-3 finish in their home GP. It was Criville's third third-place finish of the year. Abe, unlike Cadalora, used a Michelin front and a Dunlop rear tire, a combination which has become known as "Michelop."

Kanemoto Honda's Alex Barros, who'd run as high as second place early in the race, crossed the line in fifth after losing touch with the fight for third when he had to take evasive action late in the race. He and Marlboro Pileri Honda's Loris Capirossi were bumping fairings when Capirossi went off the track with six laps to go with Barros slowing to avoid him. Barros went on to finish a season-best fifth, with Capirossi rejoining the fray to take sixth, his best finish of the year also. He might have given Barros one last go, except that race consultant Fausto Gresini prevented that by making him believe there were two laps to go when they was, in fact, one.

"If I hadn't done this he would have charged for fifth place and he probably would have got past, but I didn't want him to risk anything," Gresini said. "Fausto was right," Capirossi concurred. "It was vital for us to finish after falling in the last two races."

Seventh went to Daryl Beattie, who despite the finish, took over the 500cc championship points lead for the first time in his career.

After four of 14 races, Beattie leads Doohan, 74-70. Puig moves into third with 56 points.

What the 500cc race lacked in excitement, the 250 event made up for in emotion. It was a runaway win for Marlboro Team Rainey Yamaha's Tetsuya Harada, giving Wayne Rainey, the three-time World Champion, his first victory as a team owner and earning Harada his first win since the end of 1993.

"This is a big day for me," a joyful Rainey said after attending the victory podium for the first time as a team owner. "My riders have helped me a lot. It's nice to see Harada and (Kenny Roberts) Junior doing such a good job. They both rode great races, and as far as I'm concerned it was like Junior won too. I'm definitely happier than I was at any time in 1993. But it's a lot more work watching than racing. When you're racing you have control, but when you're watching you don't know what's going to happen."

And while Harada was cruising to a most convincing win - he was ahead of the pack by 14 seconds at one point - the battle behind him won't soon be forgotten.

From the third lap on, when Harada took over the lead, second through seventh places were constantly shuffling, the pack a swarm in every corner, with MX Onda's Luis D'Antin stirring the pot. He and Chesterfield Aprilia's Max Biaggi got down to serious business in the final few laps and it took everything Biaggi had to hold him off by just over 1.5 seconds.

"There was no way I could chase Harada because my bike was not working well today," Biaggi said. "For half the race I didn't have full revs and that gave me problems with speed and acceleration, then I seemed to lose low-rpm power as well. That made it really hard for me because I was having to work the rear tire too hard and that meant I was getting a lot of slides toward the end of the race. Finishing second today was like winning for me, I rode 110 percent."

The 500cc Spanish Grand Prix gets underway with Luca Cadalora (2), Loris Capirossi (65), Daryl Beattie (4), Alberto Puig (5) and Michael Doohan (1) getting the jump on the rest of the field.

Second through sixth were covered by less than a second, with Honda Team Agostini's Doriano Romboni carding his best this year with a fourth, narrowly in front of first-lap leader Ralf Waldmann of the HB Honda Germany team. The last rider in the pack was Team HRC's Tadayuki Okada, his sixth secure after he pulled away from Elf-Honda-Tech 3's Jean-Philippe Ruggia as the race wound down. Ever the optimist, Waldmann looked at the big picture.

"Maybe it was not my luckiest day today," he said. "I think, with a little bit of luck I could have come second as well. At least I made good points again."

But not good enough to retain the championship points lead. That went to Harada with 78, four better than Waldmann with 10 races to go. Biaggi holds third with 68.

Like the 500s, the 250s weren't able to match the pace that Jean-Philippe Ruggia set in winning last year. Harada completed the 26-lap, 71.46-mile race in 46 minutes, 25.162 seconds at an average speed of 92.366 mph; Ruggia averaged 92.631 mph. Harada's average might

have been better, but once he knew he had the race in hand he backed off to win by 9.746 seconds.

The 125cc race started off uncharacteristically with HB Team Raudies Dirk Raudies seeming to pull away. But he was soon caught by the pack and the second half of the race was the most hard-fought contest of the weekend. It was only fitting that the finish would be a classic also with Blumex Rheos Racing's Haruchika Aoki drafting past Team IPA Aprilia's Stefano Perugini on the run from the last corner to the flag to win by half a wheel length, officially 0.012-of-a-second.

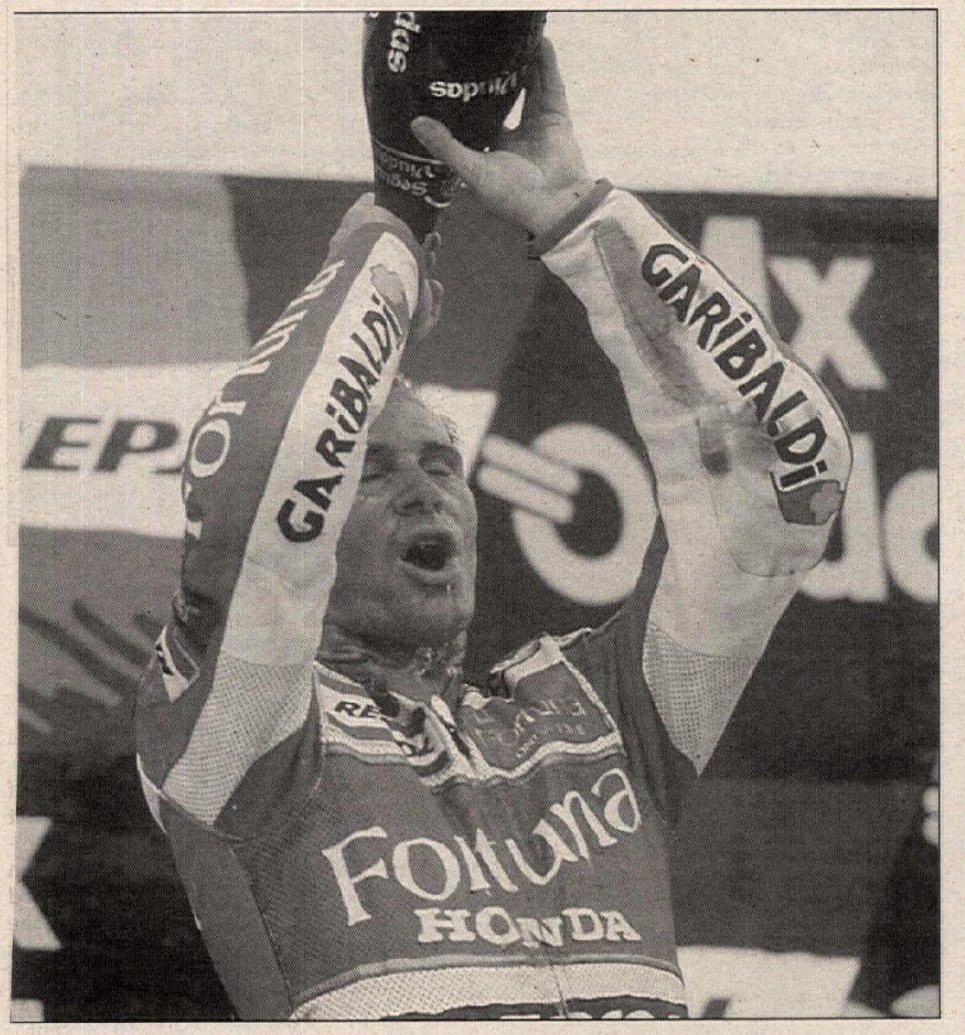
Raudies was third, 0.73-of-a-second later, then a pack of four covered by seven-tenths - Marlboro-Aprilia-Eckl's Peter Oettl in front of Givi Racing's Noboru Ueda and Team Krona-Aprilia's World Champion Kazuto Sakata.

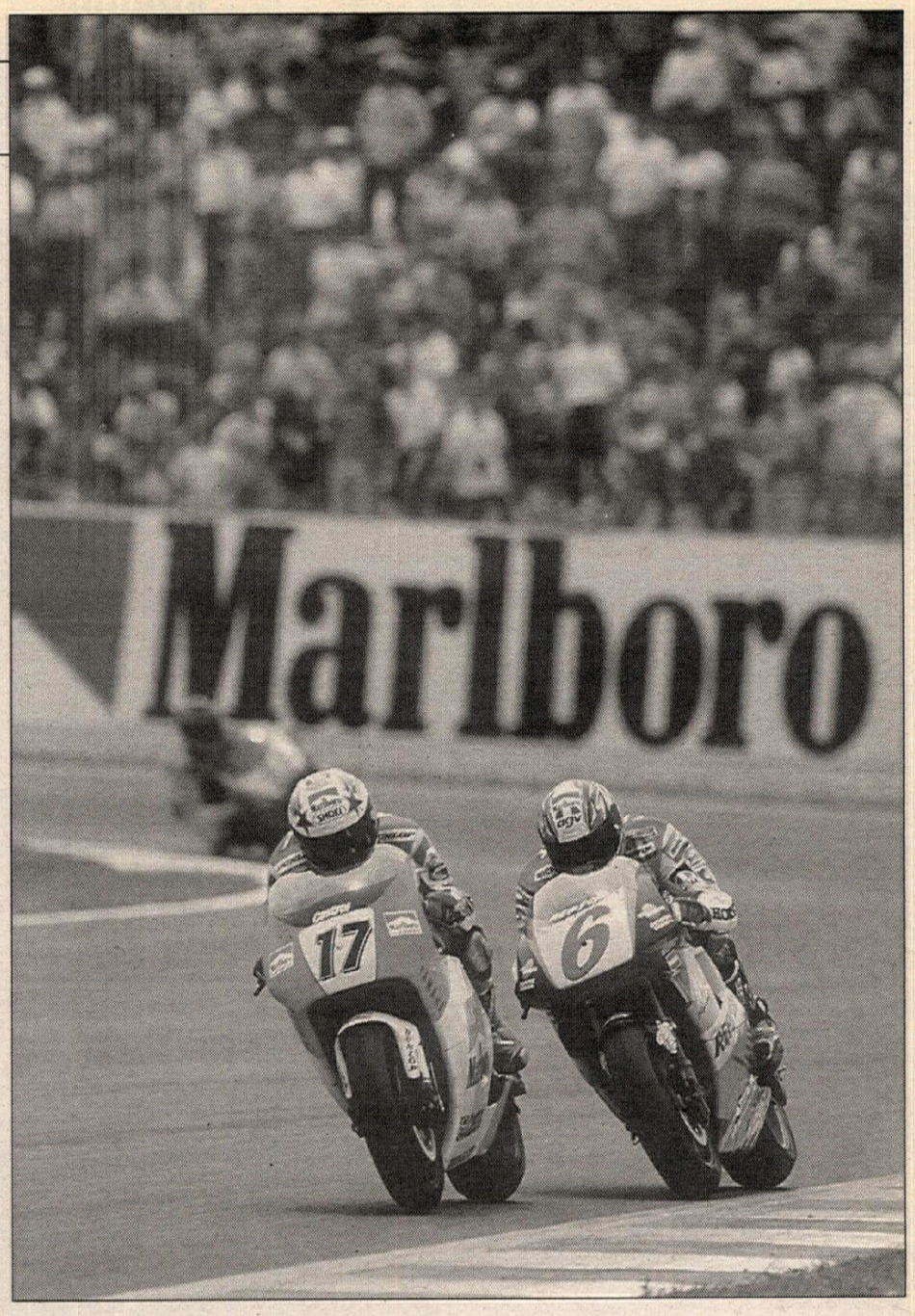
out for Doohan, who now had better than two seconds.

"I closed the gap to two seconds, then one. The only thing I could do is pressure him into making a mistake," Puig said.

About eight seconds behind Puig and Cadalora came the battle for fourth, a spot held by Kanemoto Honda's Alex Barros until the 16th lap when the Spaniard Criville came past, leaving Barros to fend off the advancing Loris Capirossi.

Out front Doohan was holding his advantage and gaining about a tenth of a second a lap. He crossed the line on the 20th lap with better than 2.6 seconds, but three turns into the lap he was out of the saddle and into the air. The rear stepped out as he accelerated from a midspeed left, caught, then launched him.





(Left) Alberto Puig won his first-ever Grand Prix, becoming the first Spaniard to win his home 500cc GP.
(Above) Norifumi Abe (17) and Alex Criville (6) fought to the bitter end over third place; Criville got the nod.
(Below) The 250cc GP gets underway with Ralf Waldmann (28) leading the World Champion Max Biaggi (1) and Jean-Phillipe Ruggia (6).

"Luckily I seem to have got away with a few bruises, but I've got to start again to get the championship lead," he said after making his way back to the pits.

That left Puig in the lead and nearly three seconds in front of Cadalora when they began the 22nd lap. There were five laps to run and the partisans were watching anxiously, because a Spaniard had never won his home GP and no Spaniard had won a 500cc GP since Alex Criville won at Assen in June of 1992.

"After that," Puig said, referring to Doohan's crash, "I just tried to keep my head down because I didn't want to lose concentration and let Luca catch me."

The win, Aoki's third in four races this year, extends his championship points lead considerably. He now heads Sakata, 75-49, with Akira Saito, eighth today, third at 41.

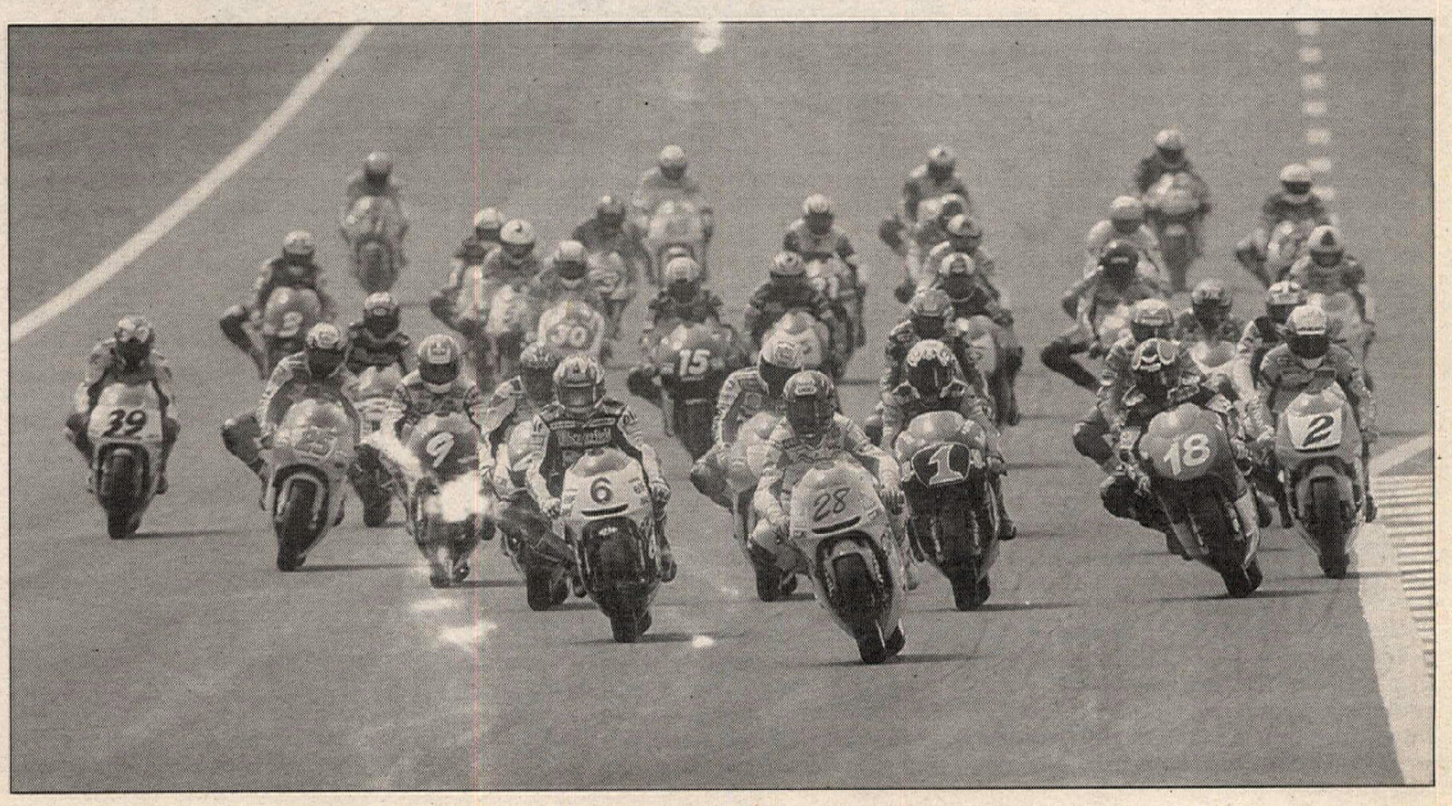
500cc GRAND PRIX

The race started tentatively for Doohan; he was sixth at the end of the first lap amid signs that the day was starting badly.

"The grip really wasn't what it should have been right from the start," Doohan said.

Still, he made the inevitable march to the front, picking off one position a lap until he was in front on the sixth, dropping early-race leader Cadalora to second. That's as good as he thought he would be today, so the Italian didn't mind, until he came under attack from behind. By then Doohan was beginning to edge away, not by much and it wasn't increasing, though his rear tire troubles were.

By the 12th lap he had 1.37 seconds, then came Cadalora with Puig now ready to challenge. It would take a few laps, but on the 16th he was past and



Round 4: Spanish Grand Prix

(Left) Tetsuya Harada won his first 250cc Grand Prix of the season and took over as the World Championship points leader. (Below) The race for second was between Luis D'Antin (9), Max Biaggi (1) and Doriano Romboni (4); Biaggi ended up second with D'Antin and Romboni third and fourth, respectively.

Puig played it cool, never succumbing to the pressure of leading the race and never pressed by Cadalora. At the end it was better than a five-second margin and the crowd stormed the track in places to express themselves. Puig looked like he wouldn't make it back to the podium at one point, but he did, and stood proudly erect during the playing of his home national anthem.

"Before I came here, after my difficult start to the season, I was trying to think what racing meant to me," Puig said. "I was beginning to wonder if I really wanted to win, or just finish races."

Cadalora motored home in second place with almost a nine-second cushion on third. After his problems of the first three races he had to be happy and said that the team "can count this as a new beginning to our season"; a beginning brought about by a tire switch.

The battle for third was whittled down from four riders to two for the final few laps, with Abe moving up from sixth to fourth on the 22nd lap, then third two laps later, diving under Criville in the first of a pair of fast right-handers. Criville took it back with two laps to go in the same spot, setting up Abe's last-lap surge. The Honda outraced the Yamaha to the flag, the difference being 0.233-of-a-second.

"It was a good race for us considering all the problems we had during practice," Criville said. "In the race it ran much better, but it took me a little time to get into the swing of things and get used to the improvement. The bike was certainly better today, but it was never easy beating Abe."

Abe said that the "bike was working well but it was a really tough fight with Criville. I could get him at some parts of the track, but then he'd get me somewhere else. Eventually he made it past through the fast rights behind the paddock with two laps to go."

"I got away well," he said, "but I knew at once I wouldn't be able to hold on to a top position. I had to just try and stay safe and go for the best finish I could get.

"We've had problems with front wheel grip since Friday," he continued. "And, if anything, they were worse today. They seemed to begin even before we left the line."

The last of the front line factory bikes was next up, Repsol Honda's Shinichi Itoh having to battle past privateer Juan Borja to take the spot with just four laps to go. Itoh was still battling a left hand injury he'd suffered in Japan that made it difficult to hold onto the bars or use the clutch.

Borja was ninth in front of Cristiano Migliorati on the Harris Yamaha.

250cc GRAND PRIX

The story of the 250cc GP begins and ends on the third lap. That's when Marlboro Rainey Yamaha's Tetsuya Harada took over the lead and began a domination of the highly competitive class that is extremely unusual.

By the end of the fourth lap he had a 1.82-second lead, 2.43 on the next lap, and 3.27 a lap later. He was riding smoothly, stretching his advantage, and making the others work extra hard to try to keep him in sight. In the end, they couldn't.

After turning his fast lap on the 10th of 26 tours, Harada kept it consistent when Spaniard Luis D'Antin wedged his MX Onda Honda NSR250 into second and Biaggi dropped all the way back to sixth. That's when his recovery would begin.

Fifth on the next lap, the World Champion was in fourth, then third for two laps and then second with two laps to go.

But the 31-year-old D'Antin wasn't having any of it and moved Biaggi back to third on the penultimate lap with a display of on-the-edge riding that Biaggi matched slide for slide. That he's the World Champion gave Biaggi the nod in the control department, but just barely.

The last lap began with D'Antin in front, cheered wildly home by his compatriots, and Biaggi stalking, finally making his move in Michelin, a slow right-hander early in the lap. Then Romboni, who'd been right there all along, came by in the lefts after Dry Sack, the end of the back straight, but D'Antin fought back in Angel Nieto, the following curve.

From there it was an honest fight to the flag with Biaggi ahead of D'Antin and Romboni, with less than 0.18-of-a-second covering the bunch.

Within the next half-second Waldmann and Okada crossed the line, the German rider losing grip in the end and the Japanese rider never comfortable during the weekend.

"On the last laps my tires went down a bit," said Waldmann, who fell from

Next across was Barros, the Brazilian having run second in the early stages then dropping back. He and Loris Capirossi got into a shoving match for fifth place, which eventually sent Capirossi off the track and, possibly, looking for revenge. He never got it, settling for the points that come with sixth.

"I could have finished much better if I hadn't come together with Barros earlier," Capirossi said of the 23rd-lap off-track excursion. "I lost my chance of a good result there, but then, on the last lap, I could have taken Barros again to end up fifth at least."

After finishing seventh, and running most of the race all by himself, Beattie was consoled by the World Championship lead after a day of chasing the front end.

and pulled out about 1.5 seconds a lap in mid-race, better than 14 seconds on the 21st lap, before backing off the final handful of laps to win by close to 10.

"It's been a long time since I last beat everyone and I'm especially pleased for Wayne (Rainey) and the rest of the team," Harada said. "They did a great job here. The bike was perfect. I was able to break away without too much difficulty and I just kept my head down, because I didn't want to risk losing my concentration by easing my pace."

There was no risk of that for the pack behind the former World Champion. As many as seven riders were strung out nose-to-tail at one point, with little more than a second covering them.

Biaggi and Waldmann spent much of the race in second until the 17th lap

second on lap 20 to fifth on 27. "I had a few slides so some people could pass me."

Okada said that it was "impossible to find good suspension settings this weekend and it was impossible to do any better in the race. I knew it was going to be impossible to win, but I thought fourth place was a possibility," he said.

Falling off the tail of the lead bunch late in the race was Elf Honda Tech 3's Jean Philippe-Ruggia, the Frenchman fading to seventh after discovering he'd chosen a rear tire that was too soft.

Nobuatsu Aoki was eighth, all by himself and the same could be said for the ninth-place finisher, Chesterfield Aprilia's Jean-Michel Bayle. Aprilia's Roberto Locatelli rounded out the top ten. CN

Circuito de Jerez
Jerez, Spain
Results: May 7, 1995

125cc QUALIFYING: 1. Kazuto Sakata (1:50.779); 2. Haruchika Aoki (1:50.834); 3. Gianluigi Scalvini (1:51.185); 4. Dirk Raudies (1:51.268); 5. Peter Oettl (1:51.306); 6. Masaki Tokudome (1:51.444); 7. Emilio Alzamora (1:51.445); 8. Noboru Ueda (1:51.521); 9. Oliver Koch (1:51.633); 10. Stefano Perugini (1:51.645); 11. Akira Saito (1:51.875); 12. Jorge Martinez (1:51.950); 13. Herri Torrontegui (1:52.061); 14. Garry McCoy (1:52.310); 15. Hideyuki Nakajoh (1:52.359); 16. Loek Bodelier (1:52.364); 17. Manfred Geissler (1:52.367); 18. Andrea Ballerini (1:52.399); 19. Yoshiako Katoh (1:52.600); 20. Vittorio Lopez (1:52.823); 21. Tomoni Manako (1:52.938); 22. Gabriele Debbia (1:53.138); 23. Ken Miyasaka (1:53.357); 24. Takehiro Yamamoto (1:53.469); 25. Tomoko Igata (1:53.516); 26. A. Sanchez (1:53.888); 27. Stefan Prein (1:53.903); 28. J. Sarda (1:54.034); 29. Luis Alvaro (1:54.257); 30. H. Kituchi (1:54.508); 31. J. Montero (1:54.643); 32. Yoshiyuki Sugai (1:55.883); 33. J. Dubon (1:56.742); 34. I. Cremonini (1:57.663)

250cc QUALIFYING: 1. Tetsuya Harada (1:45.458); 2. Roberto Locatelli (1:45.652); 3. Ralf Waldmann (1:46.130); 4. Max Biaggi (1:46.306); 5. Tadayuki Okada (1:46.617); 6. Jean-Philippe Ruggia (1:46.628); 7. Kenny Roberts Jr. (1:46.759); 8. Luis d'Antin (1:46.806); 9. Carles Checa (1:46.870); 10. Doriano Romboni (1:46.878); 11. Jean-Michel Bayle (1:47.056); 12. Nobuatsu Aoki (1:47.270); 13. Oliver Jacque (1:47.314); 14. Eskil Suter (1:47.401); 15. Alesandro Gramigni (1:47.580); 16. Oliver Petrucciani (1:47.864); 17. Jurgen Fuchs (1:48.062); 18. Niall Mackenzie (1:48.133); 19. Adi Stadler (1:48.457); 20. P.V.D. Goorbergh (1:48.530); 21. Sadanori Hikita (1:48.531); 22. J.V.D. Goorbergh (1:48.638); 23. Regis Laconi (1:48.652); 24. Jose Cardoso (1:48.732); 25. J. Marsella (1:48.804); 26. Bernd Kassner (1:48.854); 27. Pere Riba (1:49.210); 28. J. Rodriguez (1:49.218); 29. Luis Maurel (1:49.342); 30. Gregorio Lavilla (1:49.428); 31. Takeshi Tsujimura (1:49.492); 32. Manuel Castilla (1:49.897); 33. K. Mesa (1:50.014); 34. J. Diaz (1:50.148).

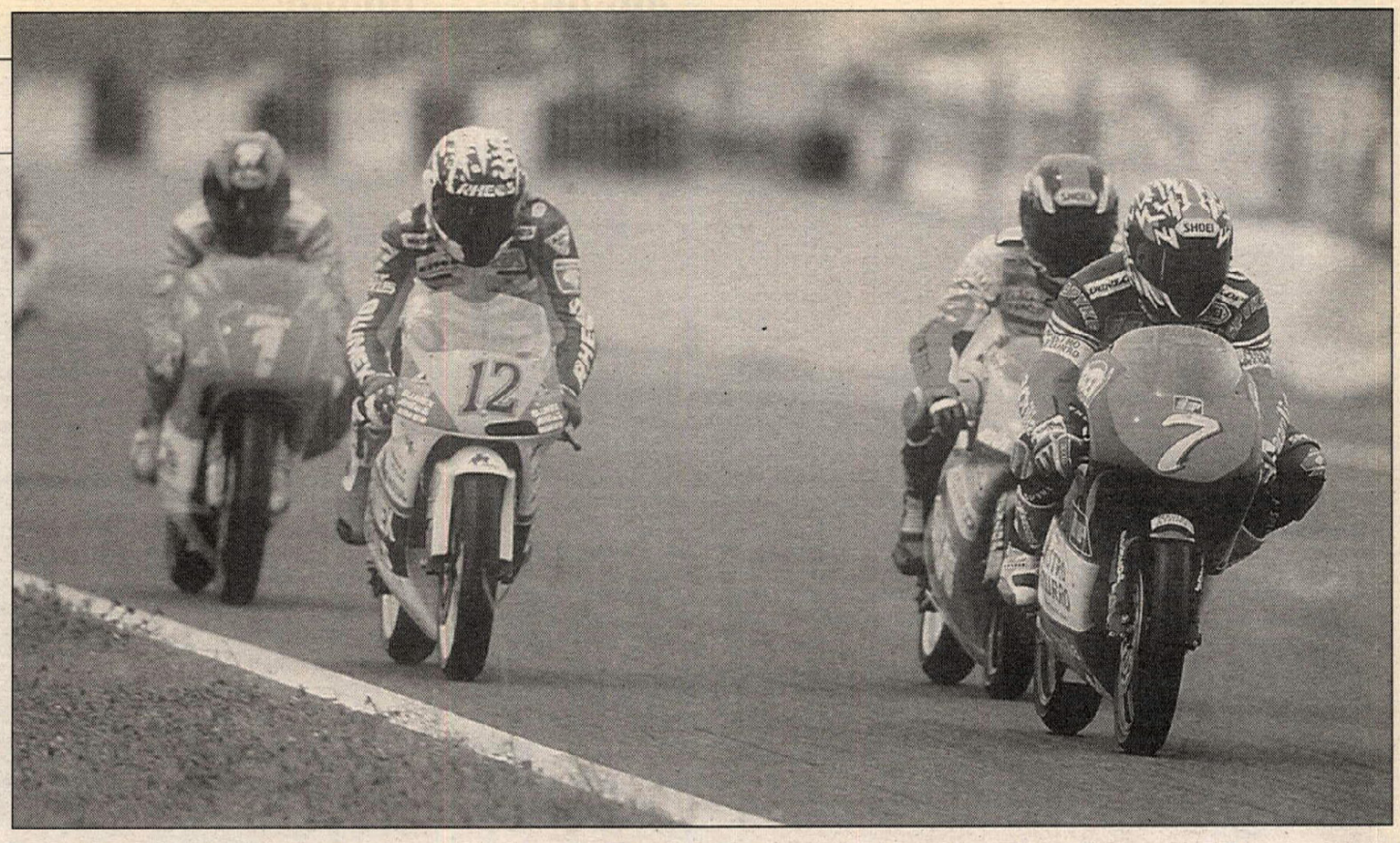
500cc QUALIFYING: 1. Michael Doohan (1:44.086); 2. Alberto Puig (1:44.782); 3. Luca Cadalora (1:44.964); 4. Loris Capirossi (1:44.983); 5. Daryl Beattie (1:45.201); 6. Norifumi Abe (1:45.377); 7. Alex Barros (1:45.450); 8. Loris Reggiani (1:45.573); 9. Alex Criville (1:45,681); 10. Shinichi Itoh (1:45.874); 11. Juan Borja (1:46.094); 12. Sean Emmett (1:46.244); 13. Neil Hodson (1:47.605); 14. Marc Garcia (1:47.733); 15. Adrien Bosshard (1:47.892); 16. Frederic Protat (1:48.154); 17. James Haydon (1:48.304); 18. Jeremy McWilliams (1:48.434); 19. Bernard Garcia (1:48.462); 20. Cristiano Migliorati (1:48.542); 21. Bruno Bonhuil (1:49.132); 22. Jean Jeandat (1:49.176); 23. Eugene McManus (1:49.412); 24. Lucio Pedercini (1:49.468); 25. Andrew Stroud (1:49.779); 26. Brian Morrison (1:49.910); 27. Scott Gray (1:50.201); 28. Laurent Naveau (1:50.234); 29. Jimmy Filice (1:50.309); 30. Bernd Haengelli (1:53.281).

125cc GRAND PRIX: 1. Haruchika Aoki (Hon); 2. Stefano Perugini (Apr); 3. Dirk Raudies (Hon); 4. Peter Oettl (Apr); 5. Noboru Ueda (Hon); 6. Kazuto Sakata (Apr); 7. Emilio Alzamora (Hon); 8. Akira Saito (Hon); 9. Tomoni Manako (Hon); 10. Herri Torrontegui (Hon); 11. Gianluigi Scalvini (Apr); 12. Garry McCoy (Hon); 13. Jorge Martinez (Yam); 14. Oliver Koch (Apr); 15. Masaki Tokudome (Apr); 16. Yoshiako Katoh (Yam); 17. Hideyuki Nakajoh (Hon); 18. Takehiro Yamamoto (Hon); 19. Vittorio Lopez (Apr); 20. Andrea Ballerini (Apr); 21. H. Kikuchi (Hon); 22. J. Sarda (Hon); 23. Y. Sugai (Hon); 24. A. Sanchez (Apr); 25. Tomoko Igata (Hon); 26. Gabriele Debbia (Yam); 27. J. Dubon (Hon); 28. I. Cremonini (Hon); 29. Ken Miyasaka (Hon); 30. Loek Bodelier (Apr); 31. Manfred Geissler (Apr); 32. Luis Alvaro (Hon).
Time: 43 min., 1.695 sec.
Distance: 23 laps, 63.071 miles.
Average Speed: 87.949 mph.
Margin of Victory: 0.012 sec.
Fastest Lap: Dirk Raudies, 1:51.044/88.903 mph, Lap 22.

250cc GRAND PRIX: 1. Tetsuya Harada (Yam); 2. Max Biaggi (Apr); 3. Luis d'Antin (Hon); 4. Doriano Romboni (Hon); 5. Ralf Waldmann (Hon); 6. Tadayuki Okada (Hon); 7. Jean-Philippe Ruggia (Hon); 8. Nobuatsu Aoki (Hon); 9. Jean-Michel Bayle (Apr); 10. Roberto Locatelli (Apr); 11. Niall Mackenzie (Apr); 12. Oliver Jacque (Hon); 13. Jurgen Fuchs (Hon); 14. Alessandro Gramigni (Hon); 15. Oliver Petrucciani (Apr); 16. P.V.D. Goorbergh (Apr); 17. Jose-Luis Cardoso (Apr); 18. Adi Stadler (Apr); 19. J.V.D. Goorbergh (Hon); 20. Regis Laconi (Hon); 21. Luis Maurel (Hon); 22. Bernd Kassner (Apr); 23. Gregorio Lavilla (Hon); 24. K. Mesa (Yam); 25. J. Diaz (Hon); 26. Kenny Roberts Jr. (Yam); 27. Eskil Suter (Apr); 28. Sadanori Hikita ((Hon)); 29. P. Riba (Apr); 30. Takeshi Tsujimura (Hon); 31. Carles Checa (Hon); 32. J. Rodriquez (Hon); 33. Manuel Castilla (Yam); 34. J. Marsella (Hon).
Time: 46 min., 25.162 sec.
Distance: 26 laps, 71.298 miles
Average Speed: 92.158 mph.
Margin of Victory: 9.745 sec.
Fastest Lap: Tetsuya Harada, 1:45.820/93.292 mph, Lap 10.

500cc GRAND PRIX: 1. Alberto Puig (Hon); 2. Luca Cadalora (Yam); 3. Alex Criville (Hon); 4. Norifumi Abe (Yam); 5. Alex Barros (Hon); 6. Loris Capirossi (Hon); 7. Daryl Beattie (Suz); 8. Shinichi Itoh (Hon); 9. Juan Borja (Yam); 10. Cristiano Migliorati (Yam); 11. Jeremy McWilliams (Yam); 12. Neil Hodson (Yam); 13. Laurent Naveau (Yam); 14. Eugene McManus (Yam); 15. Bruno Bonhuil (Yam); 16. Brian Morrison (Yam); 17. Bernd Haenggeli (Yam); 18. Michael Doohan (Hon); 19. Frederic Protat (Yam); 20. Adrien Bosshard (Yam); 21. Jean Jeandat (Pat); 22. Andrew Stroud (Yam); 23. Marc Garcia (Yam); 24. Bernard Garcia (Yam): 25. Sean Emmett (Suz); 26. Loris Reggiani (Apr); 27. Scott Gray (Yam); 28. Lucio Pedercini (Yam); 29. Jimmy Filice (Yam).
Time: 47 min., 45.725 sec.
Distance: 27 laps, 74.041 miles.
Average Speed: 93.012 mph.
Margin of Victory: 5.093 sec.
Fastest Lap: Alberto Puig, 1:44.995/94.024 mph, Lap 16.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 4 of 14 rounds): 1. Haruchika Aoki (75/3 wins): 2. Kazuto Sakata (49); 3. Akira Saito (41); 4. Stefano Perugini (40); 5. Emilio Alzamora (31); 6. Tomoni Manako (29); 7. (TIE) Noboru Ueda/Hideyuki Nakajoh (24); 9. Dirk Raudies (20.5); 10. Herri



Stefano Perugini (7) leads eventual winner Haruchika Aoki (12), World Champion Kazuto Sakata (1) and Dirk Raudies (hidden).

Wind-blown Doohan on pole

Repsol Honda's Mick Doohan (right) kept his pole qualifying record perfect in 1995, but strong winds in the second qualifying session prevented him from improving his time or lowering the track record set last year by the absent Kevin Schwantz.

"Every time you'd turn on the gas, especially in the fast turns, the winds want to push the bike wide," Doohan said after qualifying with a best lap of one minute, 44.086 seconds (95.06 mph), around the 2.75-mile track. Schwantz's lap record stood firm at 1:43.944, but that wasn't Doohan's worry. His was the rest of this year's field, but he had it well covered by 0.696-of-a-second, not a yawning margin, but a comfortable one nonetheless and one that would have been greater if he'd found a clear track in the second session. Instead he came up on a backmarker on a flying last lap and had to shut down and kill his time on what turned out to be his fastest lap of the session.

"The race is always different from qualifying," Doohan continued. "We'll see where we are in the race and plan accordingly. We don't know what the other people will find overnight."

The best of the "other people" was Spaniard Alberto Puig, the Fortuna Honda Pons rider improving his first-session time late in the second session after reverting back to the settings he'd used during winter tests at the circuit in southern Spain.

"Here it's different because we've been training a lot here and we know the track," said Puig, who is still looking for his first 500cc GP victory.

One of the reasons he attributed his recent speed to, aside from circuit familiarity, was the realization that off-season surgery on his forearms was successful. The Spaniard had been troubled all of last year by his forearms pumping up and had an operation at the Mayo Clinic in Minneapolis during the winter. "I was really, really scared this winter. I didn't know what was going to happen. The first two races I was more concerned with my arms than going fast," he said.

Going faster was also on the mind of third fastest Luca Cadalora, the Italian slotting the Marlboro Roberts Yamaha among the Hondas on the front row and doing it with standard Michelin tires, front and rear. He'd tested both the Michelins and the Dunlops, but found that with the Michelins he could feel a big difference with the front. "I can brake later and I can brake and lean the bike into the corner. We had a big improvement," he said.

He admitted, though, that it wouldn't be enough to cause Doohan any worries. "Tomorrow we have not the chance to try for first place," Cadalora said, pessimistically. "We're looking for second or third."

Less than 0.02-of-a-second behind Cadalora came fellow Italian Loris Capirossi. Capirossi's fast lap was courtesy of Mick Doohan, the same scenario he'd used earlier in the year to improve his time. With about 15 minutes to go he came in, fitted new tires on the Marlboro Pileri Honda, and went for a quick lap. "Unfortunately," he said, "I still couldn't find any front-runners so I decided to come back in. I waited for Mick and went out behind him.

"He taught me a lot on that lap. I could see the lines he was taking were perfect for the 500, although they were very different from what I've got used to using on a 250," he added.

"Loris, he's a good motorcycle racer," Doohan said. "I can't teach him anything," though Capirossi would beg to differ.

The second row was more of a grab bag, four brands represented with Lucky Strike Suzuki's Daryl Beattie, now the team's number-one rider, fifth fastest and fighting understeer problems.

"Just like yesterday, we're still chasing the front end," the 24-year-old Australian said. "It lacks grip and it's making me run wide and basically I don't really know what's causing the problem. That makes it hard to solve, so with the race tomorrow we'll have to make the best of what we have."

Marlboro Roberts Yamaha's Norifumi Abe had much the same attitude when it came to tires. Like Cadalora, he'd gone back and forth between Michelin and Dunlop over the course of the weekend and ended up using Michelins at both ends in Saturday's qualifying, though his fast time came with a Michelin front and Dunlop rear on Friday.

"We kept the bike pretty much exactly the same as it was on Friday, though we did also run a Michelin rear today," the 19-year-old Japanese rider said.

Next on the grid was Brazilian Alex Barros, the Kanemoto Honda rider comfortable on a track where he's gone well before, though his results don't necessarily show it. Barros and team owner Erv Kanemoto have been hamstrung from the beginning of the year by lack of pre-season testing and are just now getting up to speed.

"We've been struggling a bit with the suspension here, plus the surface grip seemed worse today," Barros said.

Filling out the second row was the Aprilia 400 of Loris Reggiani on a track that's sympathetic to the nimble-handling V-twin. The veteran Reggiani wasn't willing to blame anything other than himself and said that he was still a second off his winter testing time.

"I'm still not happy at all," he said. "We were three-tenths quicker in that final session, but that wasn't enough. I have to say that I still think it is down to me: I can't say that there is anything very wrong with the bike."

Ninth and tenth fastest were the Repsol Hondas of Alex Criville and Shinichi Itoh. Criville was down on acceleration - a very peculiar problem for the NSR Honda - and Itoh was still suffering with a hand injury incurred at the Japanese GP.

Team ROC Yamaha's Juan Borja was 11th with Briton Sean Emmett 12th fastest, filling in for Kevin Schwantz on the Lucky Strike Suzuki.

The Americans in the field didn't have a good showing. Scott Gray was 27th fastest after crashing on the 12th lap of the second session and Padgett's Yamaha's Jimmy Filice only made five laps in Saturday's timed practice. The Californian had lost much of the muscle in his legs following recent surgery and was having trouble hanging onto the bike. "The bike's riding me right now," he said after qualifying 29th in the 30-rider field, his better time in the more productive Friday session.

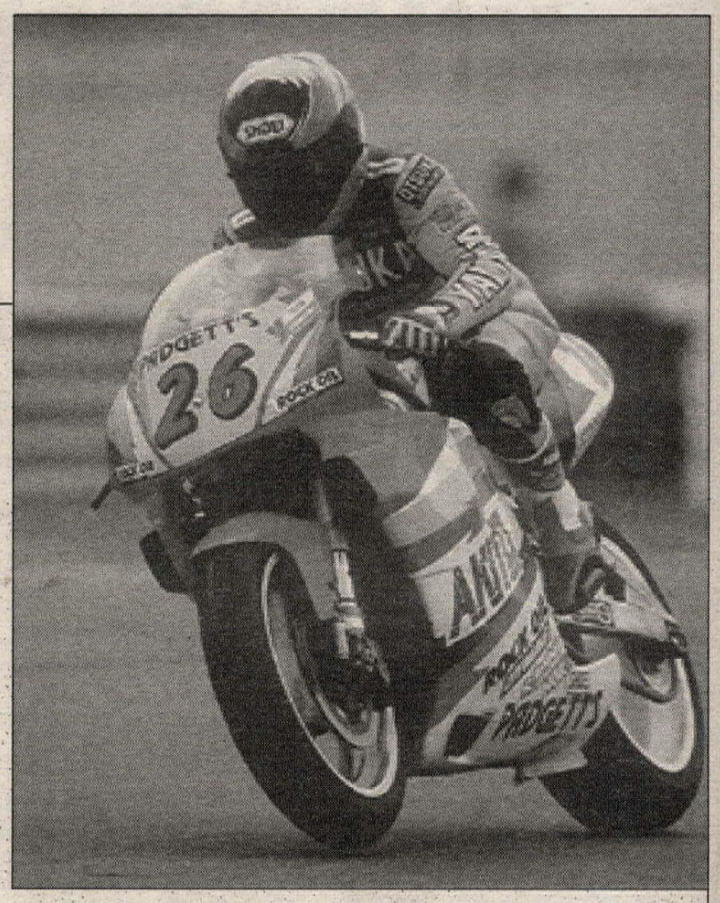
Round 4: Spanish Grand Prix

Torrontegui (19.5); 11. Peter Oettl (18); 12. Garry McCoy (16.5/1 win); 13. Yoshiako Katoh (16); 14. Gianluigi Scalvini (15.5); 15. S. Ibaraki (11).

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 4 of 14 rounds): 1. Tetsuya Harada (78/1 win); 2. Ralf Waldmann (74/2 wins); 3. Max Biaggi (68/1 win); 4. Nobuatsu Aoki (48); 5. Jean-Philippe Ruggia (31); 6. Tadayuki Okada (26); 7. Luis d'Antin (24); 8. Doriano Romboni (23); 9. Jose Luis Cardoso (20); 10. Jean-Michel Bayle (17); 11. (TIE) Sadanori Hikita/J.V.D. Goorbergh/Kenny Roberts Jr. (16); 14. Eskil Suter (15); 15. (TIE) Jurgen Fuchs/Carles Checa (13).

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 4 of 14 rounds): 1. Daryl Beattie (74/1 win); 2. Michael Doohan (70/2 wins); 3. Alberto Puig (56/1 win); 4. Alex Criville (48); 5. Luca Cadalora (46); 6. Kevin Schwantz (34); 7. Alex Barros (31); 8. Norifumi Abe (27); 9. (TIE) Shinichi Itoh/Juan Borja (23); 11. Loris Reggiani (19); 12. Loris Capirossi (18); 13. Takumi Aoki (16); 14. Bernard Garcia (14); 15. Cristiano Migliorati (12).

Upcoming Rounds:
Round 6 - Nurburgring, Germany, May 21
Round 7- Mugello, Italy, June 11



Jimmy Filice pulled out of the 500cc Grand Prix after only five laps; the Californian was suffering from pain in his legs, a result of his recent surgery.

Briefly...

Kenny Roberts Jr. was part of the lead pack in the 250cc Grand Prix, mostly toward the end when he was racing with J.P. Ruggia. He moved to fifth on the 17th lap, racing with Max Biaggi as the pair passed Doriano Romboni on the 21st lap. Two laps later, Roberts pulled to a stop with a crankshaft failure. "It was great," Roberts Jr. said. "It was really neat riding with those guys. You just can't afford to make a single mistake. I found I could pass them round the back of the track, but then they'd eat me up on the straightaway. I feel that was my best race ever - it's just a shame things didn't work out at the end there."

Steve Kennett, premier of the Australian state of Victoria, marched into the Australian parliament in Melbourne and announced on Thursday, May 4, that beginning in 1997 the **Australian Grand Prix** will be moved back to **Phillip Island**. The race, which had been run there in 1989 and 1990, was moved to the Eastern Creek circuit, just outside of Sydney, in 1991, but has never been popular with the riders or fans. The race will be held there in 1996, but the New South Wales government is making no effort to keep it beyond that. The new NSW Premier, Bob Carr, said that the event was too expensive and described the race as "an ongoing drain on the state revenues." The contract at Phillip Island is for five years with a second five-year option. Rider reaction at the Spanish GP at Jerez was entirely positive. Lucky Strike Suzuki's **Daryl Beattie**, who comes from Charleville, Queensland, said, "Eastern Creek's always been really good to me. But spectator-wise and as a race it's (Phillip Island) usually given more enjoyable and closer racing, and better views of the racing. The one question mark is the weather." Repsol Honda's Mick Doohan said, "As far as a spectator sport, Phillips Island is obviously the track to go to. I'm happy to go back there and, at the end of the day, I'm happy that Australia has retained a GP."

For the first time since he retired, Fortuna Honda Pons team owner **Sito Pons** will race his 500cc GP rider Alberto Puig at the Montmelo circuit in Barcelona. But instead of NSR500s, the pair will be competing in Porsche 911 Cup 3.8s as part of the International Porsche Supercup on the weekend of the Spanish Formula One GP. Pons thinks he has the edge since he owns a Carrera 4. Puig said he would humor his boss, then pass him at the end for the win.

For the second year in a row the **French Grand Prix** will be held at the **Bugatti Circuit** at Le Mans and will again feature a number of diversions. Perennial rocker Joe Cocker will perform a free concert on Friday night, there will be pit-lane visits on Friday and Saturday after practice with the Sarron brothers, Dominique and Christian, as guides, and prepurchased tickets can be had for about $55 for the four days, including parking, camping, access to the grandstand, and the pit-lane visit. In addition to the solo classes, the race will feature 125cc European Championship, 600cc Thunderbikes, and the sidecar World Championship.

The **Marlboro Roberts Yamaha** team was responsible for one of the oddest sights at the Spanish GP at Jerez. When **Luca Cadalora** - who tested Dunlops, but was using Michelin tires front and rear on his fast lap, even though the bike was still festooned with Dunlop stickers - came into the Roberts garage he would immediately be debriefed by a Dunlop technician. Despite Cadalora's use of the tires, there was no Michelin presence in the Roberts pits. **Norifumi Abe** also used Michelin tires, though on his fast lap he used a Michelin front and Dunlop rear.

The first formal protest of the "one-bike" rule came at Jerez and it was filed by **Wayne Rainey** on behalf of Tetsuya Harada. The Team Rainey Marlboro Yamaha rider crashed in oil in the final turn about 10 minutes into Saturday morning's free practice. Rainey pointed out in his protest to Paul Butler, president of the International Race Teams Association (IRTA), that there was no oil flag displayed before the corner. Because the bike came to a rest on the outside of the track on the exit of the final corner, which serves as the start of the front straightaway, they were unable to retrieve it and the former World Champion had to sit out the final 50 minutes of the session. According to Rainey, that meant that he would have added pressure to perform in the final qualifying session and that "the added pressure impacts the safety of the riders because they are forced into higher risk having to perform with only one bike." The protest went on to say "Team Rainey proposes that Rule 1.14.3 be changed immediately to allow riders to use two bikes in order to enhance rider safety. We would like a response to this protest by May 18, 1995 (the Thursday before the German GP weekend)." Harada's time from the first qualifying session was good enough for pole position and it was only bettered by his time in the second session, about a tenth of a second slower.

Harada said after qualifying that he would test the new **disc-valve Yamaha** at the Montmelo circuit near Barcelona, after the German GP on May 21. "If the tests are good, we will use it at Mugello," site of the June 11 Italian GP. "If the tests are not so good, we should want more time," Harada said.

Repsol Honda's **Michael Doohan** looked to be sporting an uncharacteristic goatee when he showed up for the front-row press conference on Saturday afternoon. Asked by the moderator how much faster that made him, Doohan replied that he'd only grown it because he had a spot of dermatitis on his face and couldn't shave. He added that as soon as the rash went away, he'd get rid of it. "I can't grow a beard because there are all these bald patches," he added, much to the chagrin of the moderator.

Briton **Sean Emmett** had a less than auspicious debut on Kevin Schwantz's Lucky Strike Suzuki. Emmett lost the rear end in a right-hand corner on the ninth lap and crashed. "My tire problems were different from what we've had in practice," Emmett said. "I was chasing front end grip then. Today it was the rear that was really loose." Emmett cracked his ninth vertebra, as well as breaking a toe on his right foot. No decision will be made on whether he'll fill in for Schwantz at the German GP until later in the week. But the injury does knock him out of the test that Suzuki was running on the Monday after the race at Jerez.

Another of the 500cc crashers was Aprilia's **Loris Reggiani**. The Italian veteran high-sided violently while contesting ninth place on the ninth lap. The V-twin 400 Aprilia was destroyed and Reggiani broke the fourth and fifth metacarpals in the back of his left hand and the fifth metacarpal in his left foot. He returned to Italy immediately and is expected to race in Germany. "I was just riding it as hard as I could and the tire just let go," Reggiani said.

Docshop's **Niall Mackenzie** had a change of equipment at the Spanish GP as well as a new technical crew. The Scot, who'd complained all year about the quality of his Aprilia, is thought to have received an ex-factory bike, the 1994 machine which was ridden by Jean-Philippe Ruggia last year to sixth in the 250cc championship. Mackenzie said that he'd received an engine and chassis, which was more fully adjustable than his old bike, but that he was using the same suspension pieces. Though Mackenzie wouldn't say if it was Ruggia's machine, there were two factory Aprilia mechanics working on the bike, lending some credence to the rumor. Lending more credence were his results. He was sixth fastest in the first untimed session and qualified 18th. In the race he finished 11th.

New Zealander **Andrew Stroud** has considerably more technical help in Spain than he'd had at the previous GP in Japan, though it didn't take much. "The team ran out of money before Japan and they couldn't afford to come," Stroud said. So Stroud asked two Japanese mechanics, who'd worked with him when he raced there in 1989, to help out. He finished 12th, his best result of the year. Stroud arrived in Italy on Wednesday night and it wasn't until Tuesday that the team confirmed that they were going to come. "We're still not getting any money until next week. We've got a deal with Gatorade for the rest of the season," he said, adding that the team expects to get a "Big Bang" crank for the Italian GP on June 11. He missed most of Friday's practice and qualifying after seizing his engine trying new Agip fuel. "I tried some different gas just because it was a good deal. It only lasted two laps and then it detonated. All four pistons seized. I can use the cylinders again, but I cracked two of them. I tried to get my money back for the fuel, but they wouldn't have it. They said they could give me some more to test." Stroud also crashed in Saturday's qualifying and ended up 25th out of 30 bikes.

Scott Gray was incensed at a news item which ran in *Cycle News* with the coverage of the Japanese GP. The item concerned his status with IRTA, the organization which, among other things, decides who can and can't race. The news item alleged that he was in danger of losing his spot, something he insists isn't true. "I was never in jeopardy with IRTA," Gray said at the Spanish GP. "They knew I wasn't fit at the beginning of the year. They need 30 bikes for their contract with Dorna, and we need to be there for our own contract. I did the job in the first two races. In Japan I could have been in the top 15, the top 13 in the rain, but the clutch was fried." Asked about the story that IRTA was about to fire him, Mike Trimby, general-secretary of IRTA, said, "I don't know where that came from. He has an injury from last year and we're letting him find his feet. This morning he was 18th fastest. He came highly recommended from a number of riders, including Kevin Schwantz." Gray had come under fire for causing Team Shell Harris' Sean Emmett to crash during practice at Suzuka. Gray took full responsibility for the incident and met with Emmett and race director Roberto Nosetto. At Jerez, Gray said the team still wasn't up to 100 percent. He said he'd fired mechanic Chris Waller and was being helped in Spain by Jimmy Jepson, who will assist him through the German GP at Hockenheim. After that, Gray doesn't know who will be working on the bike. In Jerez he had to replace the pistons at a cost of $1300 after being told that the new Agip fuel he was using had given Andrew Stroud problems. Gray had been having clutch problems again and only ran four laps before coming in for a new clutch. "I pulled the head off and, sure enough, I was five laps from brokedom," Gray said. "I went and bought a couple of drums of fuel from Elf." Gray had considerable clutch troubles in qualifying, so he spent $5000 for a new clutch and clutch basket. But the problem persisted in the race and he was forced out of the race on the seventh lap.

The debut of **Jimmy Filice** in the 500cc class didn't go as well as he would have liked simply because his legs weren't strong enough. Filice, who'd crashed at Jerez during a test on the Padgett's Yamaha in February, had surgery March 13, the day of the Daytona 200, to correct a problem discovered after he returned to the U.S. What Dr. Arthur Ting found was a tibia plateau fracture which required surgery. Filice said that doctors performed an experimental surgery which involved lifting the right tibia up, drilling a hole in the bone, and removing the marrow and replacing it with sea coral. Filice is being monitored by doctors at Stanford University as part of a 12-year study on the procedure. Further surgery also removed the rods which had been in both of Filice's femurs since early in 1991. "I've only been walking without a cane for two weeks," Filice said after qualifying 29th in the 30-rider field. "Yesterday (Friday), I didn't feel that bad. This morning I woke up and my legs were aching and I had no strength. When I went out this morning I knew it. One of the reasons I didn't stay out there is that I was a hazard to myself and the other riders. A 500 is so demanding on the legs. The 250 was never like this and this is a demanding place," Filice said. Because of the weakness in his legs, Filice did just five laps in the untimed morning session on Saturday and five more in the afternoon timed session. "The story is I'm not prepared and I hurt these guys. They could've brought the guy (Toshiyuki Arakaki) who rode the bike in Japan." Filice lasted five laps in the race, before the lack of strength in his legs forced him out. He left the track to return to California and the team said he would miss the German GP in three weeks time. "He didn't realize he needed his leg muscles that much to change direction," Clive Padgett said. "He went to the doctor who told him he needed six weeks rest." The plan, for now, according to Padgett is for Filice to ride a Padgett's Yamaha 250 in the next Ducados Open race.

Yves Briguet, the European 600cc Supersport champion, won the first-ever Thunderbikes race, held at the end of the day at Jerez. Briguet, on a self-sponsored Honda CBR600F-3, gradually pulled away from Spaniard Eustaquio Gavira, also Honda-mounted, with Belgian Stephane Mertens finishing third.

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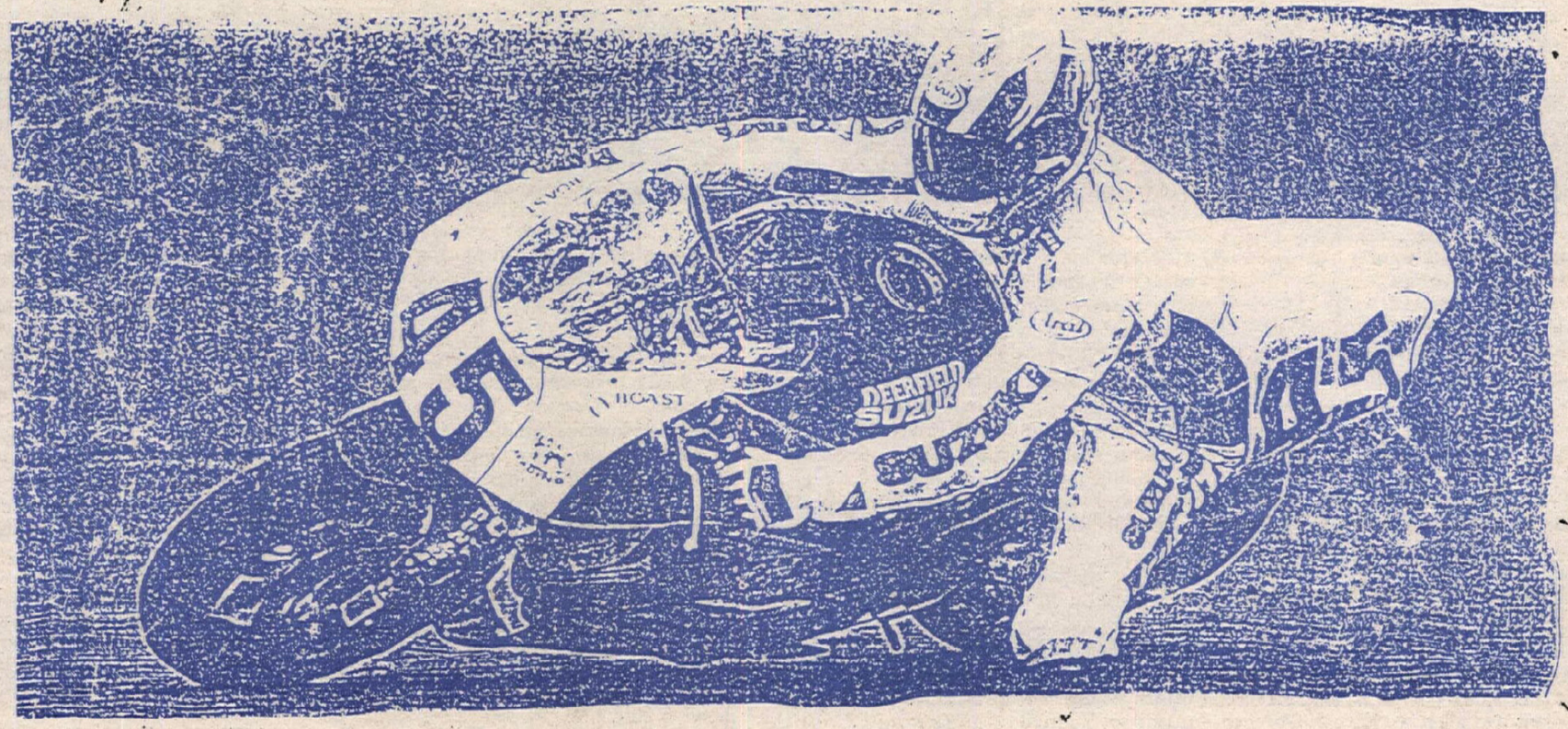

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Round 1: Hockenheim, Germany

Fogarty king of the Ring

By Johan Vandekerckhove
Photos by Gold & Goose

HOCKENHEIM, GERMANY, MAY 7

Despite the arrival of several new factory teams, the official Ducatis still seem to be in charge of World Superbike racing. Carl Fogarty won both heats at the opening round in Hockenheim, and some semi-official *Ducatisti* were impressive as well. Still, the Honda and Yamaha factory riders will surely have their say shortly. The Muzzy Kawasaki team, on the other hand, struggled as the ZXR750R is beginning to show its age and Scott Russell and Anthony Gobert were off the pace on the ultra-fast circuit near Mannheim.

Experiments with a new double exhaust did not deliver the necessary power increase on top, and that led to some disappointing results for the former World Champion and his young Australian teammate. In fact, it was up to another Kawasaki rider to make things look good for them in the constructors' point standings: Local hero Jochen Schmid finished on the rostrum twice - in part because of his Kawasaki's very high top speed on the long Hockenheim straights. By day's end, the 30,000 enthusiastic German Superbike fans cheered the former 250cc rider to second place in the point standings behind Fogarty.

In a word, the first race of the season offered its share of surprises. Apart from the unexpected results from some of the known quantities in World Superbike racing, the entry of Yamaha was one of the main points of interest at Hockenheim. The red-and-white squad raised the standards of professionalism a bit more, exceeding the Honda Castrol effort from last year in more than one respect. Not only did Yamaha bring a huge truck and a big technical team into the Superbike paddock, but they also introduced some Grand Prix habits into the four-stroke world, with professional-looking press releases and press presentations. But they also showed good where it really mattered - on the race track.

Team manager Christian Sarron stated before the first meeting that the YZFs would be competitive enough to start winning in the second half of the season. The results obtained in Hockenheim might prove this prediction to be too humble. Yasutomo Nagai and Colin Edwards II made an impressive debut in Germany, proving that they will be more than just outsiders in their first complete season.

With Fogarty already on cruising speed, Aaron Slight quickly getting into the groove and Team Muzzy Kawasaki extra-motivated to forget about the German weekend, the 1995 season might be one of the most interesting Superbike seasons ever. But the other newcomers in the series found the going pretty tough: Bimota's Terry Rymer missed qualification by a few hundredths of a second, and Suzuki's Bruno Cirafici finished 24th in one race, after having retired in the other one.

RACE ONE

On ultra-fast circuits such as the Hockenheimring and Oesterreichring, a good start is essential. Anyone who mistimes the lights will have his work cut out if he wants to make up for the ground lost in the first couple of miles. But if you react at the right moment, you can stay with the leaders without too many problems - slipstreaming is the name of the game in Germany. This old racing law was shattered by Fogarty in Hockenheim. The reigning World Champion got the holeshot in the first heat, followed only by Fabrizio Pirovano - formerly renowned for his rocket starts. Most of the other top runners were left behind after a few laps.

For Fogarty, things went pretty well. When - around midrace - Pirovano's tires started to lose grip, the Briton walked away carelessly. Seven laps from the end, the number-one Ducati had an unassailable advantage over a lonely Pirovano. There was, however, much more happening in the race for third. No less than 10 riders were in the battle that would go to the bitter end.

Most of the front riding was done by Schmid, but Chili, Edwards and Mauro Lucchiari were never far away. Only Russell seemed to struggle to stay in the slipstream of his companions, desperately making up lost ground in the twistier Stadium section of the circuit. Of these, Paolo Casoli would not reach the finish as he retired a few laps from the finish with electrical problems. Lucchiari was another victim in this group as he stopped with suspected tire problems that were later diagnosed as a broken rear wheel hub. The battle for third was finally won by Schmid. He secured the final rostrum position behind Fogarty and Pirovano.

"To be quite honest, I had expected more competition," Fogarty said. "When I saw my pit board after a few laps, I knew that I could get away and that I didn't need to worry too much about the minor chatter problems. After my practice crash here last year, this is a nice revenge on fate."

World Champion Carl Fogarty (1) started the defense of his title with a bang, winning both legs of the opening round. Fabrizio Pirovano (9) and Scott Russell (2) give chase early in the first leg.

The same goes for Pirovano, who had a terrible season last year. "After practice we decided to go for a different gearing," the diminutive Italian explained. "That is why I could stay in Carl's slipstream at the beginning of the race. But as soon as my tires went, I lost ground. Fortunately, our lead was comfortable enough to secure second."

Schmid was naturally very happy with his result. "In the first few laps, I made a few mistakes because I was so nervous. I was 15th going into the third lap. But afterward everything went fine and I could pass at least one rider every lap. Besides I was very happy with my (Dunlop) tires that stayed good for the whole distance. Otherwise I would not have been able to finish that high."

Slight finished sixth, just behind Nagai and Keiichi Kitagawa. "I could have done better," the Honda rider said. "But there was no way to get past Schmid. His bike was definitely the fastest of the pack, but he held us up in the chicanes."

Edwards was seventh and surprised to see the checkered flag go out. "I

didn't know it was the last lap. You see a million pit boards out there along the pit lane, but I still haven't figured out which one was mine. Even when I saw Chili going berserk in the last corners I hadn't thought about it being the last lap. If I'd known before, I wouldn't have been so courteous on the last lap - joining in the line every time before the chicanes."

The "Chili incident" in the Sachs Kurve took away the Italian's final hopes of getting onto the rostrum. The Italian had almost come alongside Schmid entering the famous left-hand U-turn in the Stadium, but got it wrong trying to outbrake the German. Chili went wide and got off the track. Fortunately, he stayed on both wheels and was able to resume the battle 200 yards later, albeit in the next group of riders who were battling it out for 11th. Chili only succeeded in grabbing the last World championship point for 15th position.

With Russell finishing eighth and Gobert finishing just out of the points, things were not looking too good in the Muzzy Kawasaki pits.

"The bike is down on power," admitted Russell. "We might need a new factory engine soon. I had the impression that I was riding backwards on the straights, but who knows, maybe I'm not riding the bike well enough..."

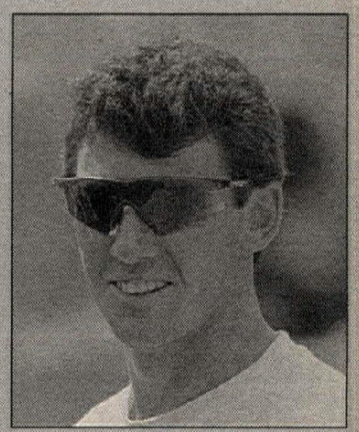
Gobert blamed part of his disappointing result to a possible lack of pre-race practice.

RACE TWO

Nothing much changed for Fogarty in the second race: As soon as the lights turned green, he went for it and never looked back. No one got into his slipstream this time, and again a group of some 10 riders offered a fine demonstration of close racing. Most of the rostrum hunters of the first race were also among the front-runners a few hours later... with a slightly better showing by Russell and Gobert, who had replaced their new twin exhausts (used in prac-

(Right) The second leg of the opening round gets underway with Fogarty (1) charging to his second holeshot of the day. (Below) Fogarty celebrates en route to his double victory.

Corser's surprise pole



After the first official practice session, no one could have guessed that the traditional Superbike hierarchy would shake on its foundations. At first, Carl Fogarty set the best time in front of Aaron Slight and the surprisingly fast Jochen Schmid. The Muzzy Kawasakis were also among the top runners, whereas the Yamaha factory riders seemed to be confronted with expected teething problems. By the way, after the first practice session no less than 20 riders were within the same second...

It is only at the end of the second - and decisive - practice session that all hell broke loose at the Hockenheimring. In the last 15 minutes, the final starting positions were in place and it was Troy Corser (right) grabbing the pole in those final minutes. The Australian set a time of two minutes, 2.29 seconds, one second better than the official lap record set by Slight in 1993. Second quickest - in another surprise - was World Superbike newcomer Pierfrancesco Chili. The former 250cc and 500cc Grand Prix rider set his time on standard Michelin racing tires and aboard a relatively standard Ducati 916. Fogarty was thrown back to third, just in front of John Reynolds, yet another big surprise in Hockenheim.

Fogarty didn't seem to mind not being on pole: "We still have a bit of chatter at the front," he explained. "But that's about the only problem we had. The guys didn't want me to use the fastest bike too much during practice, and save it instead for the race tomorrow. So I'm convinced that I could have gone at least as fast as Troy."

Paolo Casoli - another former 250cc rider - set the fifth-fastest time, boosting the Italian's confidence after having to make do with less of the trick Yamaha stuff than Nagai and Edwards. The second row was completed by Mauro Lucchiari, Jochen Schmid and Scott Russell. The lanky Georgian (as well as his teammate Anthony Gobert, who ended up 18th starting position) had suffered the whole weekend from a slower top speed than most other factory bikes. Additionally, they had received the bikes only a few days before the race, which didn't leave them any time to get the setup right before going to Hockenheim.

"We've lost a lot of time trying to find the right setup, the best engine and the right tires during free and official practice," Russell said. "Especially getting into the chicanes gives me some problems. The steel brakes don't make things any easier; stopping power might be the same, but you feel the extra weight when you throw the bike from one side to the other."

On top of that, the Kawasaki rider had to see Dr. Corbascio on race day morning when he discovered tendonitis in his left arm, a problem that started in Daytona. Despite an acceptable top speed, Slight was even worse off than Russell. The Kiwi was ninth fastest.

"I'm riding a full second faster than last year," Slight said. "Top speed is very good (185 mph); last year I needed a tow to stay with the fastest guys. Now I know that I can make up lost ground on my own; and this is the first time that we have been faster than the Muzzy Kawasakis. But we're still struggling with a lot of problems. We lost a lot of time trying to make the wrong tires work. On top of that, the heavy traffic never allowed me to go a few clear laps in a row."

Colin Edwards II qualified 11th and wasn't too unhappy with that: "I tried to set a good time in as little laps as possible - my leg injury still gives me some trouble. But apart from that I feel very confident; the top speed is good, acceleration is okay. But it will be very tough to beat the Ducatis which have a big advantage over the four-cylinders."

Terry Rymer did not qualify, partly because of problems with the fuel delivery on the Bimota SB7 works bike. When asked if he found his bike was underpowered, the Briton said: "Underpowered? It looks more like this bike is over-chassised..." Top speed of the Bimota was not too bad (178 mph compared to Jochen Schmid's fastest 185.7 mph).

Round 1: Hockenheim, Germany

tice and in the first heat) with the traditional single exhaust. Lucchiari, Gobert, Edwards, Schmid and Simon Crafar all led the group at times, but after 14 laps it was Schmid who took second from Slight, Nagai and Edwards.

"The biggest problem now was concentration," said Fogarty after the race. "Fortunately I had some things to worry about: The front still didn't behave too well in some corners."

Schmid, meanwhile, hoped to be able to convince his team to extend his limited World Superbike program with his impressive Hockenheim results. "Because of our specific choice of gear ratios it was not easy to have a good start," the German explained. "But once I got going, everything went just as planned. This year, we concentrate on the German Open Championship and we had also planned five World Championship races. But maybe now there will be a little more money available to enter more."

Slight was happy to be back on the rostrum after his disappointing first heat. "We made some modifications in the bike setup that seemed to work all right," the New Zealander said. "Right from the start I felt that a top-three position was possible. It wasn't easy to hold a position in this traffic, but we are fairly happy about the result."

Russell finished 10th: "The single exhaust proved to be a little better on top speed; but it was not enough to do better than this."

Gobert, however, didn't finish the race. "The bike just stopped," the Australian said. "The mechanics are trying to figure out what has gone wrong."

Edwards was fifth despite having struggled with some tire problems at the end of the race. Crafar finished sixth on one of ex-Doug Polen bikes after having taken ninth in the first race. "A shame we did not get the opportunity to test the bike earlier. But I am pretty happy about the result. Especially the rear suspension turned out to be some sort of a problem. This system offers not so many possibilities as the Ohlins that Team Rumi are using on my normal bike." CN

(Above) With Fogarty disappearing into the distance, a horde of riders battle for second place. (Left) Fogarty and the fruits of his labor.

Hockenheimring
Hockenheim, Germany
Results: May 7, 1995

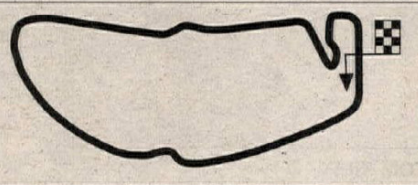
QUALIFYING: 1. Troy Corser (2:02.29); 2. Pierfrancesco Chili (2:02.55); 3. Carl Fogarty (2:02.81); 4. John Reynolds (2:03.06); 5. Paolo Casoli (2:03.14); 6. Mauro Lucchiari (2:03.20); 7. Jochen Schmid (2:03.39); 8. Scott Russell (2:03.40); 9. Aaron Slight (2:03.48); 10. Fabrizio Pirovano (2:03.50); 11. Colin Edwards II (2:03.57); 12. Yasutomo Nagai (2:03.68); 13. Keiichi Kitagawa (2:03.75); 14. Simon Crafar (2:03.75); 15. Massimo Meregalli (2:03.77); 16. Edwin Weibel (2:04.04); 17. Piergiorgio Bontempi (2:04.06); 18. Anthony Gobert (2:04.08); 19. Andreas Meklau (2:04.08); 20. Adrien Morillas (2:04.14); 21. Andreas Hoffmann (2:04.45); 22. Gianmaria Liverani (2:04.50); 23. Marcel Kellenberger (2:04.64); 24. Roger Kellenberger (2:05.12); 25. Rainer Junisch (2:05.82); 26. Fernando Di Maso (2:05.98); 27. Valerio Destefanis (2:06.01); 28. Christer Lindholm (2:06.05); 29. Marcel Ernst (2:06.05); 30. Jeffry de Vries (2:06.50); 31. Michele Gallina (2:06.51); 32. Michael Liedl (2:06.53); 33. Allan Jefferies (2:06.70); 34. Jean-Yves Mounier (2:06.98); 35. Bruno Cirafici (2:07.15); 36. Roberto Panichi (2:07.18); 37. Terry Rymer (2:07.94); 38. Robert Mitter (2:08.02); 39. Thierry Rogier (2:08.55); 40. Nick Hopkins (2:08.64); 41. Aldeo Presciutti (2:08.86); 42. Anders Rasmussen (2:20.46); 43. Eric Maillard (2:10.84); 44. Dave Redgate (2:12.12).

RACE ONE: 1. Carl Fogarty (Duc); 2. Fabrizio Pirovano (Duc); 3. Jochen Schmid (Kaw); 4. Yasutomo Nagai (Yam); 5. Keiichi Kitagawa (Kaw); 6. Aaron Slight (Hon); 7. Colin Edwards II (Yam); 8. Scott Russell (Kaw); 9. Simon Crafar (Hon); 10. Troy Corser (Duc); 11. Piergiorgio Bontempi (Kaw); 12. Massimo Meregalli (Yam); 13. Adrien Morillas (Duc); 14. Edwin Weibel (Duc); 15. Pierfrancesco Chili (Duc); 16. Anthony Gobert (Kaw); 17. John Reynolds (Kaw); 18. Michele Gallina (Duc); 19. Roger Kellenberger (Hon); 20. Rainer Junisch (Yam); 21. Michael Liedl (Kaw); 22. Christer Lindholm (Yam); 23. Jeffry de Vries (Yam); 24. Marcel Ernst (Kaw); 25. Allan Jefferies (Kaw).
Time: 28 min., 48.48 sec.
Distance: 14 laps, 59.085 miles.
Average speed: 123.059 mph.
Margin of victory: 9.59 sec.
Fastest lap: Carl Fogarty, 2:02.59/123.935 mph

RACE TWO: 1. Carl Fogarty (Duc); 2. Jochen Schmid (Kaw); 3. Aaron Slight (Hon); 4. Yasutomo Nagai (Yam); 5. Colin Edwards (Yam); 6. Simon Crafar (Hon); 7. Mauro Lucchiari (Duc); 8. Troy Corser (Duc); 9. Pierfrancesco Chili (Duc); 10. Scott Russell (Kaw); 11. Andreas Meklau (Duc); 12. Keiichi Kitagawa (Kaw); 13. Fabrizio Pirovano (Duc); 14. Piergiorgio Bontempi (Kaw); 15. Paolo Casoli (Yam); 16. Massimo Meregalli (Yam); 17. Marcel Kellenberger (Kaw); 18. Gianmaria Liverani (Duc); 19. Michael Liedl (Kaw); 20. Michele Gallina (Duc); 21. Rainer Junisch (Yam); 22. Allan Jefferies (Kaw); 23. Roberto Panichi (Hon); 24. Bruno Cirafici (Suz).
Time: 28 min., 52.16 sec.
Distance: 14 laps, 59.085 miles.
Average speed: 122.798 mph.
Margin of victory: 4.23 sec.
Fastest lap: Carl Fogarty, 2:02.61/123.914 mph

WORLD C'SHIP SUPERBIKE SERIES POINT STANDINGS (After 1 of 12 rounds): 1. Carl Fogarty (50); 2. Jochen Schmid (36); 3. (TIE) Yasutomo Nagai/Aaron Slight (26); 5. Fabrizio Pirovano (23); 6. Colin Edwards II (20); 7. Simon Crafar (17); 8. Keiichi Kitagawa (15); 9. (TIE) Scott Russell/Troy Corser (14).

Upcoming rounds
Round 2 - Misano, Italy, May 21
Round 3 - Donington, Great Britain, May 28



Briefly...

Team Muzzy had a terrible start to their year. Part of the problem was a newly developed **double exhaust**. Like Honda, Muzzy had hoped to find some extra top-end power for Hockenheim with this device. According to team manager Steve Johnson, the double exhaust even served a completely different purpose: "Last year we had a lot of trouble getting through tech because of the noise. That's why we've developed an exhaust which produces less decibels. This also means the exhaust weighs more than the one we have used up to now. But now we don't have to worry anymore when we go to technical scrutineering." Later in the weekend, several team members confirmed that the double exhaust had given excellent power results in the top range on a dyno, with an expected power gain of two horsepower. On the Hockenheim track, however, none of this showed. After the first heat the dual exhaust was replaced by a single one.

The Japanese HRC people were very surprised to find **Neil Tuxworth** in tears during a conversation a couple of days before the Hockenheimring. When they asked him what was the matter, the British team manager only said that "it was because of the **pollen**." The Japanese, who might master technical English, but who are at a loss with "normal" English, thought Tuxworth was still very upset about their decision to let **Doug Polen** go... Only when the Briton explained that pollen is something that triggers hay fever, were their minds put to rest. Speaking of Polen, it is still not clear who might replace him. As things look now, the possibility of seeing **John Kocinski** aboard an official RC45 seems to grow smaller every day. HRC seems convinced that it might not be a very smart move to hire the services of a rider with a reputation of being difficult. Other names that circulated in the paddock, but for some reason or another seem to be very unlikely replacements, were the names of Doug Chandler (despite his Harley contract and injuries), and some Japanese Honda test riders (despite their very limited European experience). In short, if the deal with Kocinski does not come through, the HRC press release might have been correct after all - stating that Aaron Slight will be the only official Honda rider in World Superbike racing this year. But negotiations are ongoing, and Tuxworth has been asked to give advice on some candidates. A decision should be made before the race at Misano on May 21.

In Hockenheim, **Simon Crafar** rode one of Polen's bikes. Despite the very short practice period (20 laps at Monza the week before the race at Hockenheim), the New Zealander took a ninth and a fifth place. He was impressed by the overall performance of the bike, but was a bit lost with the rear suspension - which offered less setting possibilities than the Ohlins system that he uses on the Rumi bike. In accordance with the contract that was signed at Monza, Crafar's deal was only for Hockenheim.

Jochen Schmid surprised many people in Hockenheim by ending up on the podium twice. Apart from his riding abilities, the German owed this result to an impressive top speed on the Hockenheim straights. The former 250cc GP rider had the fastest radar clocking at 185.7 mph, followed closely by Carl Fogarty (185.2 mph) and Aaron Slight (184.5 mph).

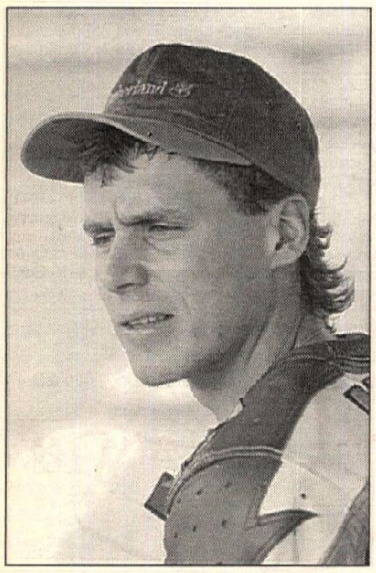
Giancarlo Falappa, who spent the whole weekend in the paddock at Hockenheim, rode a race bike again a week earlier at Monza. The Italian, who was seriously injured in a practice crash in Albacete, took one of the official Virginio Ferrari Ducati team bikes for a lap around the short circuit of Monza. "It might still take awhile before I will be able to go at racing speeds," the blonde Italian said at Hockenheim. "Due to my leg injury, I still cannot put my foot on the footpeg properly. But just give me some more months, and then we'll see..."

Andreas Meklau had expected a better result in his first ride on an official Ducati. Despite the very thorough practice program in the Tardozzi-run team, the Austrian didn't get down to race pace. After two crashes (one on Saturday and one during warmup on Sunday morning), he was disqualified in the first heat for having overshot the first corner into the Stadium. "It took me some 20 seconds before I could get on the track again, so it did not give me any advantage," the likable Austrian said. "But still I was disqualified." In the second race he finished 11th.

Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 3 of 10 rounds)

1. Mike Hale (Hon), Carrollton, TX (82/1 win)
2. Dale Quarterley (Duc) , Westfield, MA (75)
3. Fred Merkel (Suz), Stockton, CA (73)
4. Donald Jacks (Suz), St. Cloud, FL (66)
   Thomas Stevens (Suz), Sanibel, FL (66)
6. Freddie Spencer (Duc), Shreveport, LA (56/1 win)
7. Tom Kipp (Yam), Mentor, OH (53)
8. Jamie James (Yam), Asheville, NC (52)
   Pascal Picotte (Kaw), Canada (52)
   Todd Harrington (Kaw), St. Charles, IL (52)



TOM KIPP

AMA 600cc SUPERSPORT SERIES
(After 3 of 10 rounds)

1. Mike Hale (Hon), Carrollton, TX (100/2 wins)
   Miguel DuHamel (Hon), Canada (97/1 win)
3. Steve Crevier (Kaw), Canada (90)
4. Jamie Bowman (Hon), Tequesta, FL (70)
5. Britt Turkington (Kaw), McCallen, TX (68)
   Hikaru Miyagi (Hon), Japan (68)
7. Michael Barnes (Hon), Boca Raton, FL (67)
8. Thomas Wilson (Kaw), Oregon, OH (65)
9. Rick Kirk (Hon), Oklahoma City, OK (53)
10. Takahiro Mori (Hon), Japan (42)
    Todd Harrington (Kaw), St. Charles, IL (42)

AMA 750cc SUPERSPORT SERIES
(After 3 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (102/2 wins)
2. Thomas Wilson (Kaw), Oregon, OH (85)
3. James Randolph (Kaw), Santa Rosa, CA (84)
4. Mark McDaniel (Suz), Santa Rosa, CA (82)
5. Donald Jacks (Suz), St. Cloud, FL (73)
6. Fred Merkel (Suz), Stockton, CA (60/1 win)
7. Fritz Kling (Yam), Lansing, MI (58)
8. Gerald Rothman Jr. (Suz), Manchester, CT (48)
9. David Stanton (Suz), Lafayette, CA (45)
10. Ben Welch (Yam), San Diego, CA (38)
    Mike Murphy (Yam), Council Bluffs, IA (38)

AMA 250cc GRAND PRIX SERIES
(After 3 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (102/2 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (90)
3. Mike Sullivan (Yam), Centralia, WA (72)
4. Greg Esser (Yam), Pompano, FL (66)
5. Randy Renfrow (Hon), Fredericksburg, VA (65)
6. Chuck Sorensen (Yam), Livermore, CA (64)
7. Takahito Mori (Hon), Japan (61/1 win)
8. Christopher Rankin (Yam), Austin, TX (59)
9. Jason Paden (Yam), Salida, CA (49)
10. Jeff Vos (Apr), Holland, MI (46)

AMA H-D SUPERTWINS SERIES
(After 3 of 10 rounds)

1. Matt Wait (H-D), Modesto, CA (88)
2. Scott Zampach (H-D), Milwaukee, WI (85/2 wins)
3. Eric Bostrum (H-D), Redondo Beach, CA (74)
4. Andy Fenwick (H-D), Neenah, WI (70)
5. Dave Estok (H-D), Daytona Beach, FL (67/1 win)
   Matthew Guidera (H-D), Citrus Heights, CA (67)
7. Shawn Higbee (H-D), Marina Del Rey, CA (64)
8. Mario DuHamel (H-D), Canada (61)
9. Ben Bostrum (H-D), Redondo Beach, CA (46)
   Owen Weichel (H-D), Canada (46)

AMA 125cc GRAND PRIX SERIES
(After 2 of 9 rounds)

1. Takahito Mori (Hon), Japan (67/1 win)
2. Rodney Fee (Hon), Los Angeles, CA (63/1 win)
3. Craig Avery (Hon), Livermore, CA (50)
4. Andre Castanos (Hon), Redondo Beach, CA (43)
   Wesley Totsubo (Hon), La Mirada, CA (43)
6. Kevin Murray (Hon), Vista, CA (42)
7. Mike Mondo (Hon), Pleasant Hill, CA (39)
8. Todd Bowman (Hon), Canada (37)
   Randy Renfrow (Hon), Fredericksburg, VA (37)
10. Chris Rogers (Yam), San Diego, CA (36)

500cc WORLD CHAMPIONSHIP
(After 4 of 14 rounds)

1. Daryl Beattie (Suz), Australia (74/1 win)
2. Michael Doohan (Hon), Australia (70/2 wins)
3. Alberto Puig (Hon), Spain (56/1 win)
4. Alex Criville, (Hon), Spain (48)
5. Luca Cadalora (Yam), Italy (46)
6. Kevin Schwantz (Suz), Austin, TX (34)
7. Alex Barros (Hon), Brazil (31)
8. Norifumi Abe (Yam), Japan (27)
9. Shinichi Itoh (Hon), Japan (23)
   Juan Borja (Yam), Spain (23)

250cc WORLD CHAMPIONSHIP
(After 4 of 14 rounds)

1. Tetsuya Harada (Yam), Japan (78/1 win)
2. Ralf Waldmann (Hon), Germany (74/2 wins)
3. Max Biaggi (Apr), Italy (68/1 win)
4. Nobuatsu Aoki (Hon), Japan (48)
5. Jean-Philippe Ruggia (Hon), France (31)
6. Tadayuki Okada (Hon), Japan (26)
7. Luis d'Antin (Hon), Spain (24)
8. Doriano Romboni (Hon), Italy (23)
9. Jose Luis Cardoso (Hon), Spain (20)
10. Jean-Michel Bayle (Apr), France (17)

125cc WORLD CHAMPIONSHIP
(After 4 of 14 rounds)

1. Haruchika Aoki (Hon), Japan (75/3 wins)
2. Kazuto Sakata (Apr), Japan (49)
3. Akira Saito (Hon), Japan (41)
4. Stefano Perugini (Apr), Spain (40)
5. Emilio Alzamora (Hon), Spain (31)
6. Tomoni Manako (Hon), Japan (29)
7. Noboru Ueda (Hon), Japan (24)
   Hideyuki Nakajoh (Hon), Japan (24)
9. Dirk Raudies (Hon), Germany (20.5)
10. Herri Torrontegui (Hon), Spain (19.5)

WORLD SUPERBIKE CHAMPIONSHIP
(After 1 of 14 rounds)

1. Carl Fogarty (Duc), England (50/2 wins)
2. Jochen Schmid (Kaw), Germany (36)
3. Aaron Slight (Hon), New Zealand (26)
   Yasutomo Nagai (Yam), Japan (26)
5. Fabrizio Pirovano (Duc), Italy (23)
6. Colin Edwards II (Yam), Conroe, TX (20)
7. Simon Crafar (Hon), New Zealand (17)
8. Keiichi Kitagawa (Kaw), Japan (15)
9. Troy Corser (Duc), Australia (14)
   Scott Russell (Kaw), Atlanta, GA (14)

Motocross

AMA U.S. SUPERCROSS SERIES
(After 12 of 15 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (270/8 wins)
2. Larry Ward (Yam), Florence, SC (212)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (209/1 win)
4. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
5. Jeff Emig (Yam), Riverside, CA (185)
6. Doug Henry (Hon), Oxford, CT (169/1 win)
7. John Dowd (Yam), Fullerton, CA (140)
8. Brian Swink (Hon), Linden, MI (139)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (131)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 9 of 10 rounds)

1. Mickael Pichon (Kaw), New Iberia, LA (195/4 wins)*
2. Davey Yezek (Suz), Mt. Pleasant, PA (127)
3. Mike Brown (Hon), Gray, TN (124)
4. Kevin Windham (Yam), Baton Rouge, LA (120)
5. Tim Ferry (Kaw), Palm Harbor, FL (107/2 wins)
6. Barry Carsten (Suz), Rayville, NJ (86)
7. James Dobb (Hon), Dayton, OH (80)
8. Jim Neese (Hon), Whitsett, SC (73)
9. Mike Treadwell (Suz), Rumford, ME (70)
10. Nathan Ramsey (Suz), Hixson, TN (61)

*Clinched championship

AMA WESTERN REGIONAL 125cc SX SERIES
(After 6 of 8 rounds)

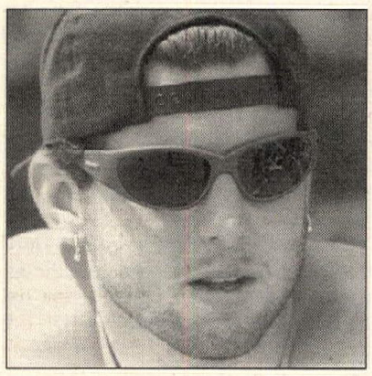
1. Damon Huffman (Suz), Acton, CA (150/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (124)
3. Craig Decker (Suz), Palm Desert, CA (110)
4. David Pingree (Kaw), Menifee, CA (90)
5. Chad Pederson (Hon), Ft. Dodge, IA (84)
6. Pedro Gonzalez (Yam), Corona, CA (57)
7. Cory Keeney (Yam), St. Paul, MN (51)
8. Greg Schnell (Suz), Cucamonga, CA (37)
   Jeff Willoh (Kaw), Glendale, CA (37)
10. Scott Sheak (Suz), Corona, CA (36)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 1 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (81/1 win)
2. Mike Kiedrowski (Kaw), Canyon Country, CA (80/1)
3. Jeff Emig (Yam), Riverside, CA (79)
4. Doug Henry (Hon), Oxford, CT (72)
5. Greg Albertyn (Suz), Corona, CA (59)
6. John Dowd (Yam), Chicopee, MA (52)
   Larry Ward (Yam), Florence, SC (52)
8. Kyle Lewis (Yam), Rosamond, CA (46)
9. James Dobb (Hon), Dayton, OH (44)
10. Todd DeHoop (Hon), Hudsonville, MI (42)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 1 of 12 rounds)

1. Damon Huffman (Suz), Acton, CA (84)
2. Ryan Hughes (Kaw), Escondido, CA (83/1win)
3. Robbie Reynard (Kaw), Moore, OK (65/1 win)
   Mickael Pichon (Kaw), New Iberia, LA (65)
5. Tim Ferry (Suz), Palm Harbor, FL (62)
   Mike Brown (Hon), Gray, TN (62)
7. Brian Swink (Hon), Linden, MI (45)
8. Buddy Antunez (Hon), Moreno Valley, CA (44)
9. Chad Pederson (Hon), Ft. Dodge, IA (38)
10. Scott Sheak (Suz), Corona, CA (34)



JEREMY MCGRATH

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 3 of 12 rounds)

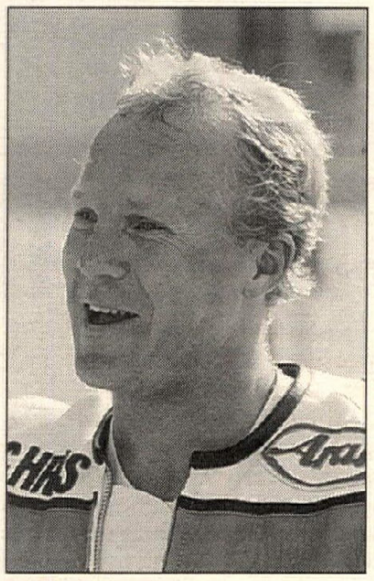
1. Alessio Chiodi (Yam), Italy (92/1 win)
2. Alessandro Puzar (Hon), Italy (81)
3. Mikael Maschio (Yam), Italy (71/1)
4. Dave Strijbos (Suz), Holland (60)
5. Jimmy Button (Suz), Corning, NY (58)
6. Claudio Federici (Yam), Italy (53/1)
7. Mauro Dal'Lago (Hon), Italy (48)
8. Erik Camerlengo (Yam), Italy (44)
9. Sebastein Totelli (Kaw), Italy (43)
10. Collin Dugmore (Suz), Great Britain (39)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 3 of 15 rounds)

1. Tallon Vohland (Kaw), San Jose, Ca (102)
2. Yves Demaria (Yam), France (98/1 win)
3. Stefan Everts (Kaw), Belgium (93/1 win)
4. Marnicq Bervoets (Suz), Belgium (90/1 win)
5. Bob Moore (Yam), Canyon Country, CA (80)
6. Kurt Nicoll (Hon), Great Britain (77)
7. Werner DeWit (Suz), Belgium (76)
8. Andrea Bartolini (Yam), Italy (69/1 win)
9. Pedro Tragter (Suz), Holland (68)
10. Peter Beirer (Hon), Switzerland (49)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 1 of 12 rounds)

1. Joel Smets (Hbg), Belgium (40/1 win)
2. Trampas Parker (KTM), Shreveport, LA (28)
3. Jacky Martens (Hus), Belgium (25)
   Darryll King (Kaw), New Zealand (25)
5. Mikkel Caprani (Kaw), Finland (24)
6. Peter Johansson (Hus), Sweden (22)
7. Mike Young (Ver), Rancho Cucamonga, CA (22)
8. Rudi Van Leeuwen (Hon), Belgium (17)
9. Peter Dirkx (Hon), Belgium (18)
10. Shayne King (KTM), New Zealand (12)



CHRIS CARR

Dirt Track

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 2 of 24 rounds)

1. Jay Springsteen (H-D), Lapeer, MI (39/1 win)
2. Scott Parker (H-D) Swartz Creek, MI (37/1)
3. Steve Morehead (H-D), Findlay, OH (32)
4. Rich King (Hon), Waterloo, IA (30)
5. Brett Landes (Hon), Los Gatos, CA (28/1 win)
6. Will Davis (Hon), Goldsboro, NC (28)
7. Ronnie Jones (Hon), Oklahoma City, OK (26)
8. Kevin Atherton (H-D), White Pigeon, MI (21)
9. Georgie Price IV (H-D), Sicklerville, NJ (17)
10. Rodney Farris (H-D), Winchester, VA (16)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(2 of 10 rounds)

1. Marc Colomer (Mon), Spain (54/1 win)
2. Jordi Tarres (G-G), Spain (50/1 win)
3. Tommi Ahvala (Fan), Finland (48/1 win)
4. Joan Pons (G-G), Spain (34)
5. Bruno Camozzi (Bet), France (31)
6. Doug Lampkin (Bet), Great Britain (30)
7. Donato Miglio (G-G), Italy (28)
8. Steve Colley (G-G), Great Britain (24)
9. Graham Jarvis (Sco), Great Britain (18)
10. Takumi Narita (Bet), Japan (16)

GEOFF AARON

NATIONAL TRIALS SERIES
(1 of 10 rounds)

1. Ryan Young (G-G), Lexington, KY (80/1 win)
2. Geoff Aaron (Bet), Redding, CT (69/1 win)
3. Olivier Clamagirand (G-G), Brea, CA (67)
4. Jess Kempkes (G-G), Lincoln, NE (64/1)
5. Raymond Peters (Fan), Moreland, NY (46)
6. Ryon Bell (G-G), BC, Canada (40)
7. John Clark (Mon), Huntsville, AL (37)
   Dennis Sweeten (Bet), Oregon
9. Chuck Sutton (Bet), New Mexico (34)
10. Andy Saum (G-G), Mesa, AZ (33)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (145/4 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (102)
3. Steve Hatch (Suz), Ithica, NY (101)
4. Kelby Pepper (Kaw), Center, CO (96/1 win)
5. Mike Lafferty (Kaw), Millville, NJ (72)
6. Danny Hamel (Kaw), Boulder City, NV (60)
7. James Gray (KTM), Gunnison, CO (42)
8. Mat Stavish (KTM), Blaine, MN (33)
9. Larry Roeseler (Kaw), Hesperia, CA (29)
10. Donnie Book (Kaw), Gypsum, CO (24)

AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)*
2. Greg Zitterkopf (KTM), Chino, CA (71)
3. Ty Davis (Kaw), Hesperia, CA (50)
   Dan Richardson (Hon), Huntington Bch, CA (50)
5. Drey Dircks (Hon), Tehechapi, CA (48)
6. Abe Baumann (Kaw), Garden Grove, CA (45)
7. Jeff Capt (Hon), Glendora, CA (43)
8. James Gray (KTM), Gunnison, CA (42)
9. Ted Hunnicutt (Kaw), Newbury Park, CA (41)
   John Campbell (Hon), San Juan Cpt., CA (41)

*Clinched championship

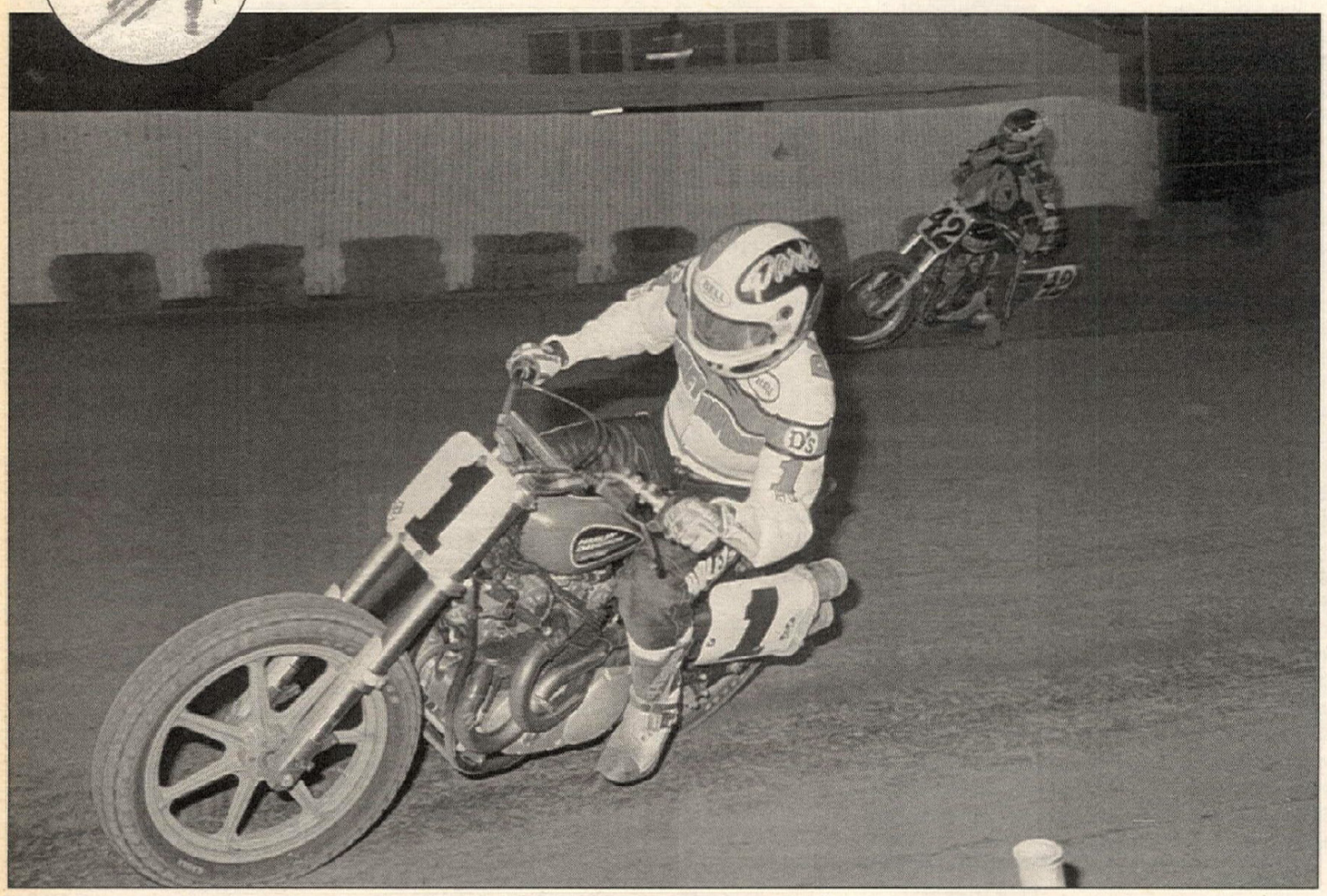
AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 2 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (48)
2. Rodney Smith (Suz), Oakley, CA (41)
3. Steve Hatch (Suz), Ithica, NY (36)
4. Ty Davis (Kaw), Hesperia, CA (30)
5. Scott Plessinger (KTM), Hamilton, OH (28)
6. Eric Mashbir (Hon), Oakland, CA (26)
7. Guy Cooper (Suz), Stillwater, OK (25)
8. Tommy Norton (Yam), Norfolk, MA (21)
9. Cole Marshall (Hon), Boulder Creek, CA (16)
10. Danny Hamel (Kaw), Boulder City, NV (15)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 3 of 12 rounds)

1. Scott Summers (Hon), Petersburg, KY (59)
2. Guy Cooper (Suz), Stillwater, OK (50)
3. Tommy Norton (Yam), Norfolk, MA (47)
4. Steve Hatch (Suz), Ithica, NY (46)
5. Scott Plessinger (KTM), Hamilton, OH (36)
6. Fred Andrews (Yam), Salem, OH (34)
7. Rodney Smith (Suz), Oakley, CA (27)
8. Randy Hawkins (Suz), Travelers Rest, SC (29)
9. Tim Shephard (Yam), Hamilton, OH (27)
10. Scott Phelps (Yam), Petersburg, KY (20)

Round 3: Delaware State Fairgrounds



Cookin' with Parker

By Scott Rousseau
Photos by Flat Trak Photos

HARRINGTON, DE, MAY 6

With two rounds of the '95 Grand National Championship Series in the record books, Scott Parker had yet to asume his all-too familiar spot at the front of the pack. One could safely assume, however, that the winningest racer in the history of the sport would soon cook up one of his patented recipes for victory. And that's exactly what he did.

All of the basic ingredients for a Parker cook off were in place at the Delaware State Fairgrounds: Take one short, cushioned, pea gravel half mile oval that rewards courage, not caution, mix it with a Louisville-style groove to keep things spicy, throw in one five-time Grand National Champion who has yet to score his first win of the year, and then bring him to a boil.

That was all it took, as Parker - who was angered over the starting procedure at the start of the National - grabbed the holeshot and proceeded to blow away the field en route to his 61st National win in front of an estimated 4000 fans.

Parker was upset before the 25-lap National ever left the line. The trouble started when three contenders on the front row - Kevin Varnes, Will Davis and Rodney Farris - as well as Steve Beattie from the second row, jumped the start before the green light came on. Initially, AMA referee Bruce Bober ordered the offending parties to the penalty line, leaving Parker to face off against "only" Steve Morehead and Rusty Rogers in the drag race to turn one. But when officials discovered that the light had malfunctioned, Bober allowed all the riders to return to their original places. Parker was incensed, and left his place at the starting line to argue the call with Bober.

"Everybody is out there tryin' to race their butt off, then somebody jumps the start and the AMA puts them back on the line," Parker said afterward. "Whether or not the light is malfunctioning doesn't matter. If you cross the line any other time you get put back. Why should anyone be allowed back up on the line? The light never turned green."

After a brief but heated debate, Parker lost the argument. He then returned to his starting position, and when the light turned green, he never lost again for the rest of the night. He made the start, built up an early advantage, and flat left his competition behind. The Flint, Michigan, rider was absolutely unstoppable as he roosted around on the cushion to build his advantage before dropping to the groove and cruising.

"I looked back about 1000 times," Parker said. "About 12 or 15 laps into the main I saw that no one was catching me, so I dropped down on the bottom. I saw Morehead down there."

Besides boosting his National win tally - and thus moving back to an even 20 wins more than Jay Springsteen, who now has 41 - Parker also gained a lot of ground in the race to the championship by jumping from fifth to second in the points standings with a 37-point tally. He now sits two points behind fellow Michigander and three-time champion Springsteen, who finished fifth at Harrington and still leads the series with 39 points.

Though Springsteen won a National at Harrington in 1983, he failed to recapture the magic of that victory or of his most recent win at Pomona. The likeable 37-year-old from Lapeer, Michigan still put in a strong showing, finishing fifth behind Will Davis and silencing any doubters who may have thought that his Pomona performance was a fluke.

"I thought I was going to catch (Will) Davis, then I thought we would both catch Rodney (Farris)," Springsteen said. "I think I was going faster than they were, but I couldn't put a good lap together. I was right on Davis on the last lap."

Sandwiched between Parker and Springsteen were three of AMA Grand National racing's toughest veteran competitors. Steve Morehead put in a patented, gritty-but-consistent ride for a solid runner-up finish some distance behind Parker; Farris rebounded from a disastrous outing at the Pomona Half Mile to grab third place; and Davis managed to barely fend off Springsteen for fourth place at the line.

The KK Motorcycle Supply/F&S Harley-Davidson-backed Morehead was well off Parker's pace, completing the race some four to five seconds behind the Harley-Davidson factory star. But Morehead didn't appear to be struggling as much as trying to decide the best way to track down the fleeing Parker.

"Scotty got off to a great start, and I knew that if he got goin' he was gone," Morehead said. "I went high and low just lookin' for something to work, but I flat-ass got beat. He was pissed anyway, and we don't need Scott Parker to be pissed off."

The 39-year-old Ohioan's finish matches his result at Pomona, and Morehead remains in third place in the championship standings with 32 points.

Farris' third-place finish was a refreshing change of pace from Pomona, where the Eddie Adkins Racing/Winchester Harley-Davidson-backed Virginian finished out of the top 10. But Farris debuted a brand new C&J-framed XR750 and put it on the box after dicing with Morehead in the early stages then settling into a comfortable pace on the groove to finish out the National. Farris appeared to be quite happy with the finish.

"We're inchin' closer (to a win)," Farris said. "It's hard to say when it's gonna come, but I feel good. We knew that the new bike worked best on the cushion, but we put it on the groove and it worked just as good. We didn't have to change a lot."

Like Farris, the A&R Racing/Mother Fletcher's-sponsored Davis was also on a new motorcycle; he was back aboard a Honda RS750 after having been forced to borrow a Harley-Davidson from Skip Eaken to compete at Pomona. And like Morehead, Davis was unable to better his finish of one race ago. Davis figured into the National early as he got off to a second-place start behind Parker, but the North Carolinan fell behind Morehead and Farris after five laps and was forced to defend his position against a charging Springsteen on laps 10, 14 and 19-25 just to keep it.

"We got on the groove in the heat, and I thought it was going to be the fast way around the race track," Davis said. "But the track was wetter in the main event, and I wish I'd have gone up high. The new bike worked great right out of the box."

HEATS

Some 39 entrants showed up to contest the 750cc class, guaranteeing that all would qualify for the heat races. But the standard series of scratch qualifying heats were run anyway, and it was on the last lap during one of those heats that Parker suffered a rather embarrassing moment.

"I pulled off thinking it was the checkered flag," Parker said. "I slowed down, and then I saw Terry (Poovey) run it in there like he was doin' a plug check. He run it in there, and I thought, 'Man, that's the longest plug check I've ever seen.' Then I thought, 'He ain't gettin no plug check, he's still racin.' What the hell's wrong with me? I pulled off on the white flag!'"

The mistake dropped Parker from second to fifth in the qualifier and cost him little more than a front-row starting position for heat two.

Riders were too anxious to get the ball rolling in heat one, and no less than four men jumped the start. TCR Racing's Dan Butler, LA-Racing's Larry Pegram, GNC returnee Jason Fletcher (see sidebar) and Farris were all sent back to the penalty line. Canadian Chris Evans led at the start, with Georgie Price and Farris in tow. Farris came to life after a few laps and tracked down the leaders. The two swapped places several times, but it was Farris who prevailed at the finish after a scary moment that saw the two front-runners touch elbows on lap six.

"He (Evans) got a little high and we bumped," Farris said afterward. "We talked about it, and there wasn't no hard feelings."

Parker and Morehead were the primary combatants in heat two, and they put on quite a show as they fought to see who could run closer to the hay bales. Morehead took the early lead with Springsteen and Harley-Davidson factory rider Chris Carr - on hand to compete due to a break in his road racing schedule - giving chase, but Parker charged up from his back-row starting position and displaced both Springsteen and Morehead with a wild outside pass in turns three and four, powering his Bill Werner-tuned XR off the fourth corner to grab the lead with a big wheelie that brought the fans to their feet.

Morehead wasn't content to sit in second place, and the "Findlay Flyer" soon left Springsteen behind to pursue Parker, heading up toward the hay bales and finding enough traction to get the job done. Morehead caught Parker on lap six, and the two then diced on the high line with Parker trying to square off the turns and drop below Morehead to regain the lead. Ultimately, it was a last-ditch, last-lap pass on the outside in turns one and two that netted Parker the lead for good. Morehead had one more chance to catch Parker, and he dropped to the groove to make the effort. But the Ohioan got out of shape, and Parker got away.

"That heat was a regular dog-and-pony show," Morehead said. "On the last lap I lost it on the groove and got a bit of a push. Scotty just skidded around on the outside."

Heat three was all Davis. The North Carolinan put his new Honda into the lead right off the start and was never really challenged. Behind him, though, a rather intense battle developed between TCR Racing-backed Kevin Atherton and multi-time Canadian National Champion Steve Beattie, who was one of the few riders who stayed married to the high line all night. Beattie all but used up the cushion in his pursuit of Atherton and managed to latch on to Atherton's rear fender as the heat drew to a close. But Beattie came up short as Atherton crossed the line behind winner Davis to earn the transfer.

"That's how I learned to ride when I was younger," Beattie said. "All the tracks in Canada have a cushion, and I wasn't really happy with the groove."

USC Racing's young sensation Kevin Varnes closed out the heats with a dominant victory in heat four. But unlike his peers, Varnes had the groove figured out, and his Johnny Goad-tuned setup was working to perfection.

"The track changed a lot when the groove started coming up," Varnes said. "I like the groove a lot better than the cushion."

Varnes stole the start and then proceeded to build a comfortable lead, leaving USC stablemate Terry Poovey to battle with a hard-charging Rogers for the final heat transfer position as the field spread out. Rogers fancied the cushion while Poovey, who won the last AMA Grand National Championship race at Harrington in 1984, remained on the groove. After an intense two-lap battle, Poovey surrendered second place to the Bob Norfleet Racing-supported Rogers. Poovey dogged Rogers all the way home, but Rogers had a lock on second place.

"I wanted that one," Rogers said. "We needed a good heat. It seemed like every time Varnes made a mistake, I would too. That kept us the same distance apart."

SEMIS

The first semi played host to the second of two bad crashes that plagued this year's Harrington event as Butler, Les Washbon and James Hart were involved in a horrendous mid-pack skirmish that left all three riders down hard in the first turn.

"I was going to take it around the top," Butler said. "Those guys were somewhere down low, and it just seemed like a whole pile of riders moved up in front of me. I ran over somebody's bike and then skipped over someone. I was lucky to crash in the part of the turn where there was no wall."

Hart got the worst of it, and the rider from Illinois was rushed to the nearby Milford Memorial Hospital to be checked out (see Briefly).

On the restart, Rich King put the Garvis Honda entry into the lead but was then forced to take a back seat to a motivated Butler for the first six laps of eight laps. King, however, kept his cool and repassed Butler off turn two on the sixth lap to reclaim the lead. Butler held off Springsteen for second. Both riders were in the show.

Semi two featured a radical role reversal, as Geo Roeder and Chris Carr battled for the lead. Carr, who normally rides the groove, tested his wares up high, while Roeder used the groove to successfully hold off Carr for the win.

"We made a couple of changes and we couldn't seem to hook up," said the Roeder's Harley-Davidson/Mike's Harley-Davidson-backed Roeder. "So we put the wide rim on and ran around the bottom. It was different, but it was fun."

Poovey "grooved" his way into the feature with a third-place finish.

Beattie was still addicted to the high line in the third semi, and this time there was no one to challenge him as he led all eight laps and took the win over a very quiet Ronnie Jones and Price.

883 NATIONAL

Considering what Matt Wait had been through earlier in the day, it was a wonder that he could muster up the enthusiasm to compete in the Harley-Davidson 883 National at all. The 18-year-old Northern Californian had been involved in a horrendous accident during one of the 883 qualifying heats earlier in the day that saw fellow competitor and friend Randy Texter rushed to the hospital (see Briefly). Wait was trying to catch Texter through turns two and three in the qualifier when Texter apparently got on the gas too soon and went down. Wait had nowhere to go and struck the fallen Texter squarely in the head.

"It scared me," Wait said after the incident. "I had flashbacks of Daytona when I hit Morehead's bike. He (Texter) was just laying in front of me and I had no place to go. I just ran right up the middle of him.

"It's hard seeing one of your competitors hurt and knowing that you were involved, even though there was nothing that I could do about it," Wait said. "It just makes me feel sick."

A light field of 883s guaranteed that all entrants would make the National, and when the 16-man, 12-lapper rolled to the line, reigning 883 National Champion Scott Stump and Springsteen had to be considered the favorites for the win as both riders had taken a heat race win.

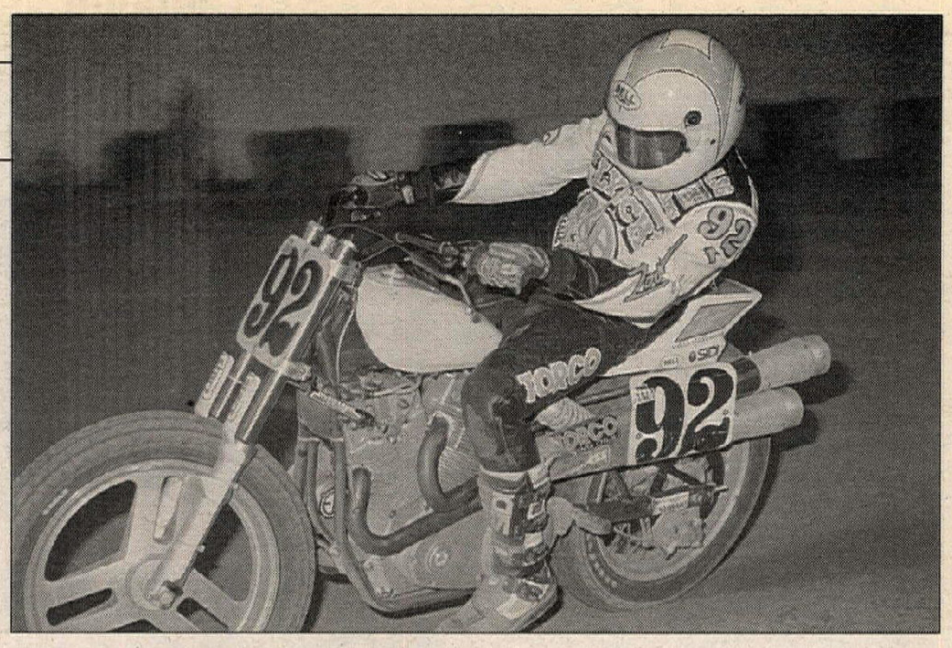
The evenly matched power of the 883s combined with the slick racing surface made the holeshot crucial, and when the green light flashed, Springsteen and Stump were so preoccupied with beating each other to the first turn that they bumped each other right off the groove. That was all the opportunity that Wait needed as he rocketed from his perch on the front row and knifed under both Springsteen and Stump to grab the lead with Robert Miller in tow.

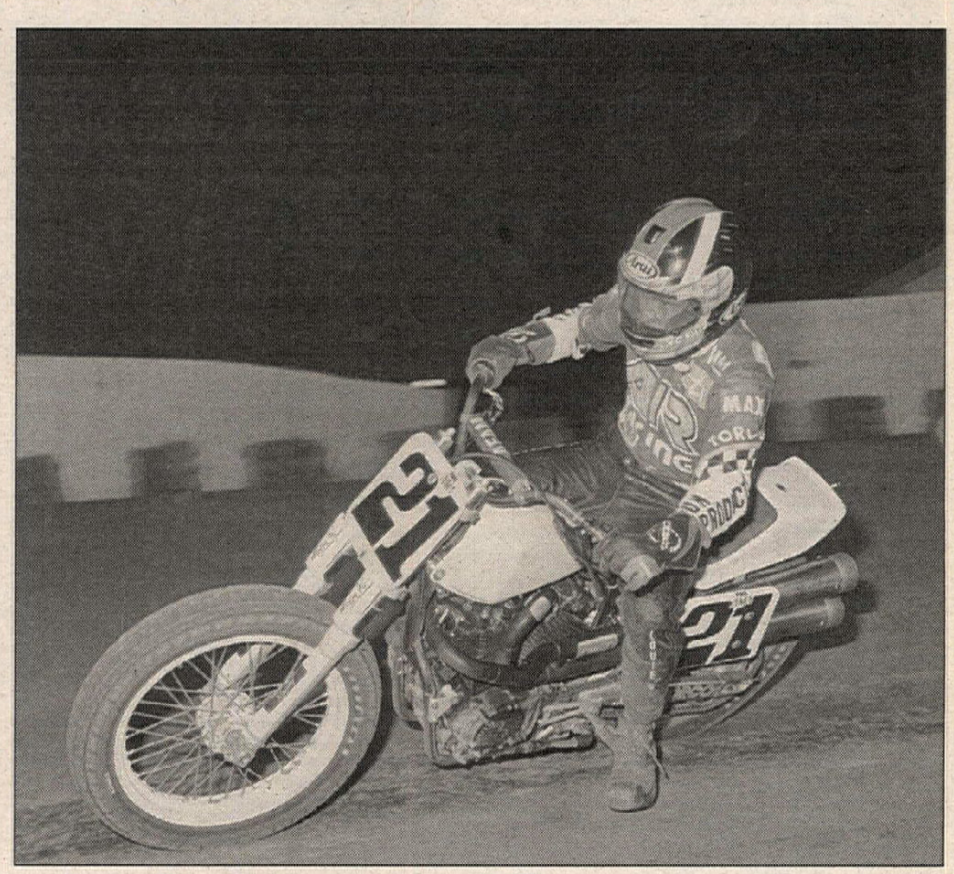
Miller quickly passed Wait down the back stretch and held a narrow lead over the charging youngster for two laps before bobbling in turn one and relinquishing the lead. Further back, Springsteen, Stump and Doug Beattie jockeyed for third through fifth place.

Wait was looking good until the halfway point when he lost the lead through no fault of his own. Miller and Beattie tangled while fighting for the second spot and Miller went down, causing the race to be red-flagged. The restart would allow both Stump and Springsteen a second chance.

"That restart really bummed me out," Wait said. "I just had to put my head down and tell myself I could do it."

(Opposite page) Team Harley-Davidson's Scott Parker (1) whipped the field by almost five seconds en route to his 61st National win at the Harrington Half Mile. Steve Morehead (42) finished second for the second time in as many events. (Right) Rodney Farris (92) debuted his new single-shocked frame and put in a consistent ride for third place. (Below right) For the second race in a row, Will Davis started strong but fell back to fourth at the finish aboard a brand new, unlettered Honda RS750.





Fortunately for the Mitchell's Modesto Harley-Davidson/Tucker Rocky/Nempco-backed Wait, he was able to make a clean getaway on the restart and lead the second-half of the race to bring home the win. In the meantime, Moroney's Harley-Davidson teammates Mike Hacker and Georgie Price moved up to finish second and third, respectively. Stump held off Springsteen for fourth place.

"I just wanted to win it really bad, not only for me, but for Randy," Wait said. "That's probably what drove me the most."

Jason's back

Moroney's Harley-Davidson-backed Jason Fletcher returned to action at the Harrington Half Mile after suffering what was thought to be a career-ending head injury in a crash at the 1994 Oklahoma City Half Mile. In doing so, Warren, Connecticut-based rider fulfilled a goal that he has been trying to achieve almost since the day after suffering a stroke that came about due to complications from the crash.

"I'm back and I'm ready," the 24-year-old said with a smile. "But I'm just going to take my time."

Fletcher's family has fully supported his decision to return to racing, but Gary Fletcher, Jason's father, said that he did feel some apprehension at seeing his son take to the track again.

"I'm real nervous to be here," the elder Fletcher said. "But it's good to have him back. He's been trying real hard to get ready. I'm behind him 100 percent. If I wasn't, I wouldn't be here."

While Fletcher said that he has been going to school and working some, most of his recovery time has been spent on two wheels.

"I've been riding mountain bikes and motorcycles," Fletcher said. "I just want to make the National."

Fletcher appeared a bit conservative in the scratch heat, but he was quickly up to speed and though he missed making the show after a seventh-place finish in the semis, he did indeed appear to be back to his old self.

DIRT TRACK
AMA Grand National Championship Series

Round 3: Delaware State Fairgrounds

NATIONAL

If he wasn't beforehand, the starting line debacle that preceded the National more than put Parker into the proper mind-set for the race, and he attacked the track with a vengeance for the duration.

"I guess that start really torqued me off," Parker said. "Then I said to myself, 'This is stupid.' It fired me up, and I said, 'Let's get it on boys.'"

With Parker, Morehead, Farris, Davis and Springsteen fanning out for most of the race, the best battle on the track was between the two Canadians - Evans and Beattie, who traded sixth and seventh place after disposing of Rogers, who had been running sixth before dropping off the pace.

"It felt like a Canadian National out there," Beattie said. "We always run head to head at the Canadian races."

Beattie continued to run it in the dirt, while Evans stayed on the rubber.

"It was going pretty good," Evans said. "I'm still learning to set the bike up for the groove. It was bloody twitchy in the main."

It wasn't long before the two riders were joined by King, who had been content to prowl around behind them before moving up to issue a challenge. King's patience met with success. He was able to handle both riders and move into sixth place, where he would stay for the rest of the race and thus remain in fourth place in the series standings with 30 points.

"We broke our number-one bike in the last practice session," King said. "Then my clutch started to go south on the starting line and I had to readjust it. Then it came back, and I had to adjust it again. George (Garvis) worked on the bike all night long, but it paid off."

Nobody could reel in Parker, who put in the kind of dominating performance that has virtually come to be expected of him at every race. Nonetheless, while up front, Parker kept a close eye on the procession behind him. But barring a mechanical failure, he needn't have worried.

"After I dropped down on the bottom, I felt like a duck out of water on the groove," Parker said. "But Morehead must have been struggling too, so I just rolled it on out to the checkered flag. It was awesome. I just did my normal deal and won." CN

(Left) Matt Wait put in an inspired ride to win the Harley-Davidson 883 National. (Below) Parker celebrated his win at the first National to be held in Harrington since 1984 with event promoter John Zimmerman (left).

Delaware State Fairgrounds
Harrington, Delaware
Results: May 6, 1995 (Round 3 of 24):

HEAT 1 (8 riders, 10 laps, top 2 transfer): 1. Rodney Farris (H-D); 2. Chris Evans (H-D); 3. Georgie Price IV (H-D); 4. Dan Butler (H-D); 5. George Roeder II (H-D); 6. Larry Pegram (H-D); 7. Jason Fletcher (H-D); 8. Robert Lewis (H-D).
Time: 4 minutes, 29.10 seconds.

HEAT 2 (10 riders, 10 laps, top 2 transfer): 1. Scott Parker (H-D); 2. Steve Morehead (H-D); 3. Jay Springsteen (H-D); 4. Chris Carr (H-D); 5. Kenny Coolbeth Jr. (H-D); 6. James Hart (H-D); 7. Mike Hacker (H-D); 8. Brett Landes (Hon); 9. Les Washbon (H-D); 10/Ian Segedy (H-D).
Time: 4:24.84.

HEAT 3 (10 riders, 10 laps, top 2 transfer); 1. Will Davis (Hon); 2. Kevin Atherton (H-D); 3. Steve Beattie (H-D); 4. Davey Camlin (H-D); 5. Chance Darling (H-D); 6. Ronnie Jones (Hon); 7. Scott Stump (Hon); 8. Jeff Eklund (H-D); 9. Ted Taylor (H-D); 10. Jim McIlvena (H-D).
Time: 4:29.30.

HEAT 4 (10 riders, 10 laps, top 2 transfer): 1. Kevin Varnes (Hon); 2. Rusty Rogers (H-D); 3. Terry Poovey (Hon); 4. Rich King (Hon); 5. Paul Morgan (H-D); 6. Jess Roeder (H-D); 7. Willie McCoy (H-D); 8. Randy Shank (H-D); 9. David Lloyd (Hon); 10. Harold Dorsey (Hon).
Time: 4:27.71.

SEMI 1 (10 riders, 8 laps, top 3 transfer): 1. Rich King (Hon); 2. Dan Butler (H-D); 3. Jay Springsteen (H-D); 4. Willie McCoy (H-D); 5. Chance Darling (H-D); 6. Jeff Eklund (H-D); 7. Jason Fletcher (H-D); 8. Les Washbon (H-D); 9. Jim McIlvena (H-D); 10. James Hart (H-D).
Time: 3:36.50.

SEMI 2 (10 riders, 8 laps, top 3 transfer): 1. George Roder II (H-D); 2. Chris Carr (H-D); 3. Terry Poovey (Hon); 4. Davey Camlin (H-D); 5. Harold Dorsey (Hon); 6. Mike Hacker (H-D); 7. Scott Stump (Hon); 8. Jess Roeder (H-D); 9. David Lloyd (Hon); 10. Robert Lewis (H-D).
Time: 3:36.45.

SEMI 3 (10 riders, 8 laps, top 3 transfer): 1. Steve Beattie (H-D); 2. Ronnie Jones (Hon); 3. Georgie Prive (H-D); 4. Brett Landes (Hon); 5. Kenny Coolbeth (H-D); 6. Larry Pegram (H-D); 7. Paul Morgan III (H-D); 8. Ian Segedy (H-D); 9. Ted Taylor (H-D); 10. Randy Shank II (H-D).
Time: 3:34.05.

NATIONAL (17 riders, 25 laps): 1. Scott Parker (H-D); 2. Steve Morehead (H-D); 3. Rodney Farris (H-D); 4. Will Davis (Hon); 5. Jay Springsteen (H-D); 6. Rich King (Hon); 7. Steve Beattie (H-D); 8. Chris Evans (H-D); 9. Georgie Price IV (H-D); 10. Kevin Atherton (H-D); 11. George Roeder II (H-D; 12. Ronnie Jones (Hon); 13. Chris Carr (H-D); 14. Terry Poovey (Hon); 15. Rusty Rogers (H-D); 16. Dan Butler (H-D); 17. Kevin Varnes (Hon).
Time: 11:07.34.

HARLEY-DAVIDSON 883 NATIONAL (12 laps; 16 riders): 1. Matt Wait; 2. Mike Hacker; 3. Georgie Price IV; 4. Scott Stump; 5. Jay Springsteen; 6. Robert Miller; 7. Doug Beattie; 8. Nate Wait; 9. Tommy Colson; 10. Keith Jacobsen; 11. Paul Bergstrom; 12. Gary Rogers; 13. Jim McIlvena; 14. Dan Brown; 15. Mark Miller; 16. James Hart.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 24 rounds): 1. Jay Springsteen (39/1 win); 2. Scott Parker (37/1); 3. Steve Morehead (32); 4. Rich King (30); 5. Brett Landes (28/1); 6. Will Davis (28); 7. Ropnnie Jones (26); 8. Kevin Atherton (21); 9. Georgie Price IV (17); 10. Rodney Farris (16); 11. Chris Carr (13); 12. (TIE) George Roeder II/Terry Poovey/Chris Evans (11); 15. Steve Beattie (9); 16. Davey Camlin (6); 17. Kenny Coolbeth Jr. (5); 18. (TIE) Kevin Varnes/Willie McCoy (3); 20. (TIE) Ted Taylor/Rusty Rogers (2).

Upcoming Rounds:
Round 4 - Springfield, Illinois, May 28
Round 5 - La Salle, Illinois, June 3

Briefly...

Scott Parker netted $4500 of the $31,000 purse, as well as $3500 in posted contingencies; $3200 from Harley-Davidson and $300 from Bell Helmets.

On the podium, **Scott Parker** took the time to wish his wife Wanda Parker a happy anniversary, and also a happy birthday to **Chris Carr**, who turned 28 on May 6.

Though the Harrington Half Mile may not have been on the schedule for 11 years, two-time winner **Jay Springsteen** ('82 and '83) noted that not much had changed with the facility, which featured short straightaways and wide, sweeping turns. "There used to be an inside guard-rail here," Springsteen said. "They took that out."

Jay Springsteen also mentioned that the dyno time spent with Chris Carr's mechanic **Kenny Tolbert** in Texas had served the team well even though it was a lot of work. "The bike we won with at Pomona had a scuffed piston and a seized ring in it, and then we put my backup bike on the dyno and broke the transmission on the first pull," Springsteen said. "We didn't play with too much, mostly carburetion and timing. But we got a lot done. We'd start at 10 a.m. and still be on the dyno at 3 a.m. the next day."

Chris Carr was wearing a real smile as he prepared to compete on his factory Harley-Davidson XR750 for the first time since his heart-wrenching ride at last season's Del Mar finale. "I'm back for a couple anyhow - this one and Springfield," Carr said. "Then I'll miss most of 'em in June. I'm looking forward to it. I've got two new chassis, and we're going to try 'em out and see how they feel."

Regardless of his performance **Chris Carr** did say that he held little hope of being a major factor in the Grand National points chase this year. "If I can go out and put in the finishes that I've been capable of in the past, I think I'll be a real spoiler," Carr said. "But I'm not overly concerned with the points. I'm able to enjoy the dirt track races now." Carr wound up 13th in the National.

Northern California-based privateer **Ted Taylor** took an economical approach to racing at Harrington by hooking up with east coast team owner **Ted Frost** for a one-race deal. "Ted was nice and close to this race, and he has good equipment. So for the price, it was cheaper for me to fly out here and ride his stuff than to haul my bike out. Plus, we've been wanting to get together since about 1987."
"Sometimes it just takes a while to get things rolling," Frost added.
Unfortunately for both principals, Taylor finished ninth in the third semi and missed the National.

Defending Harley-Davidson 883 rider **Scott Stump** was still a bit miffed over his disqualification from the 883 National at the Pomona Half Mile. "I won the appeal, but they still disqualified me," Stump said. "They could not show me that I was illegal, but they wouldn't reverse the decision. The appeal board actually voted for me, but Merrill Vanderslice wouldn't go for it. We're still waiting to get our appeal money back. It ain't gonna hurt us. We've still got plenty of races left."

Mike Varnes was forced to sit out the Harrington Half Mile after being injured at the Pomona. "Nobody even knew about it," Varnes said. "I went into turn one and hit my hand on the inside rail. Nothing fancy. I shattered my middle knuckle in 20 places and broke the bones behind my pinky and ring fingers. Varnes was sporting a "Mick Doohan-style" exterior fixator - complete with trick carbon fiber rods - on the left hand to keep everything pinned together. "They grafted coral with the bone," Varnes said. "It's some kind of new thing they do rather than take bone from your hip." Varnes said the hand is healing quickly, and he reported no strange cravings for seafood.

Steve Morehead was sporting an Italian-made Pirelli dirt track tire on the front of his Harley-Davidson just like the ones that were indispensable in the days when the AMA Grand National Championship Series used to roll into **Ascot Park.** "We plan to run it for a while," Morehead said. "The track is soft enough that this front tire will churn it up and get good traction. Then once the track slicks off, we'll put the fat tire back on."

Steve Morehead also reported that the **Rossburg Half Mile** which he is copromoting at **Eldora Speedway** is coming together nicely, and that the facility itself will be in first-class shape when the National comes to town. "We're talking with one of the auto manufacturers right now about sponsoring it," Morehead said. "The track is banked, and it's in a bowl, and people can bring in their motorhomes and camp above the turns. They can look right down into the valley from their motorhomes and see the whole thing. There's a full length cocktail bar and nice concession booths. Sixty-six people can shit at the same time."

Steve Morehead also mentioned that he was still feeling the effects of the grinding crash that he suffered at the season-opening Daytona Short Track. "My right shoulder still hurts when I put it up over my head," Morehead said. "But I never went and got it checked. I just put up with it."

Rodney Farris and tuner **Eddie Adkins** jumped on the **C&J Racing Frames** bandwagon with excellent results, but the team left nothing to chance. "We brought ol' reliable with us - our Knight frame - just in case. We know that one works well on the half miles."

Pursuant to our story "For Love or Money?" (Issue #13, April 5), **Davey Camlin** wanted everyone to know that he did file his income tax return on time. "I worked with the accountant and we just made it," Camlin joked.

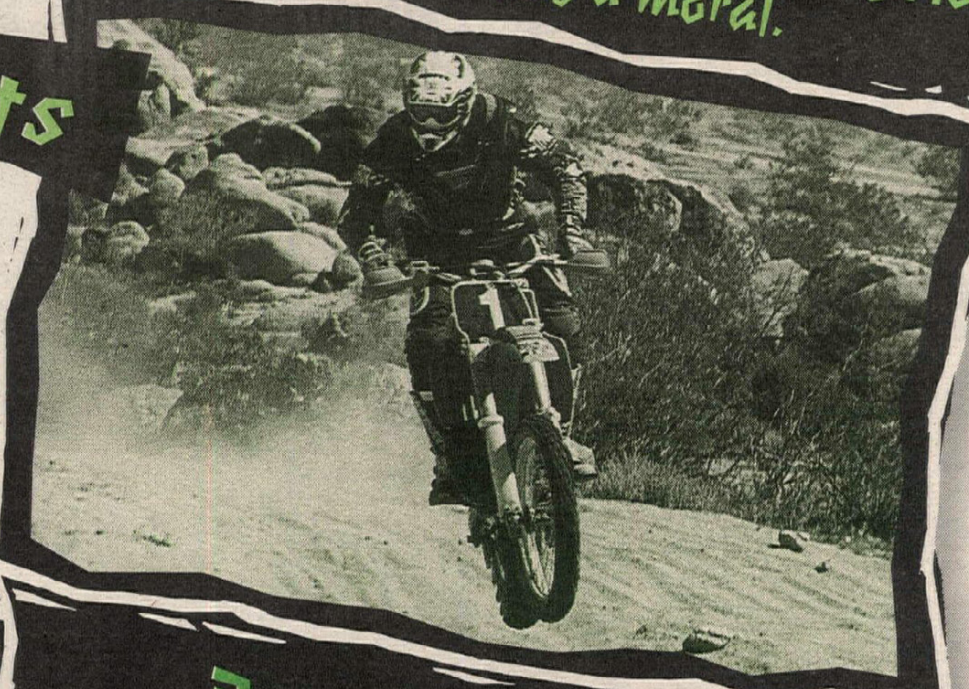
The **Gerry Booher/Johnny Goad USC Racing team** was sporting yet another new, though smaller, trailer at Harrington. The new transport replaces the larger, 20-footer that the team had at the Pomona Half Mile. "We'll have it all lettered and stickered at the next round," said team member **Kevin Varnes**.

Kawasaki

TEAM GREEN

MAR-APR

Results



National Hare and Hound Series
Lucerne Valley, CA
April 23, 1995

Danny Hamel	1st Open Ex	Rex Staten	1st 0-40
Craig Smith	1st 250 Ex	Bill Maxium	2nd 0-40
Abe Baumann	1st 0-30		

World Mini Grand Prix
Las Vegas, NV
May 10, 1995

60 STK JR (6-8)	
Kyle Partridge	1st
Joshua Grant	2nd
Brandon Layton	3rd
60 STK JR (9-11)	
Shane Bess	1st
Michael Blose	2nd
Dylan Lord	3rd
JR CYCLE MOD (6-11)	
Shane Bess	1st
Chase Reed	2nd
James Stewart	3rd
80 STK (12-16)	
Lennie Liston	1st
80 STK (14-16)	
Ricky Carmichael	1st
80 MOD (14-16)	
Ricky Carmichael	1st
Super Mini	
Ricky Carmichael	1st
125 STK BEG	
Dennis Selby	1st
125 STK PRO	
Casey Johnson	1st
Mike Brandes	2nd
Jeff Willoh	3rd
125 MOD NOV	
Adam Pierce	1st
125 MOD PRO	
Mike Brandes	1st
Billy Akers	2nd
Casey Johnson	3rd
250 STK INT	
Robbie Horton	1st
Erick Vallejo	2nd
Pat Foster	3rd
250 STK PRO	
Mike Brandes	1st
250 MOD INT	
Erick Vallejo	1st
250 MOD PRO	
Mike Brandes	1st
Shaun Perolio	2nd

AMA National Champion Enduro Series
Forrest Hills, LA
April 23, 1995

Kelby Pepper	1st	Ty Davis	2nd

GNC International MX Finals
Lake Whitney, TX
March 17-19, 1995

Mini Mini JR (6-8)	
James Stewart	1st
Jimmy Nelson	2nd
Brandon Layton	3rd
Mini Open (7-16)	
Ricky Carmichael	1st
Shae Bently	2nd
Mini STK (14-16)	
Ricky Carmichael	1st
Jeff Northrop	2nd
Mini SR (14-16)	
Ricky Carmichael	1st
Shae Bentley	2nd
Jeff Northrop	3rd
100	
Shae Bentley	1st
Ricky Carmichael	2nd
Jeff Northrop	3rd
125 STK NOV	
Brett Racine	1st
Earl Kehart	2nd
Jake Ching	3rd
125 MOD NOV	
Jesus Marquez	1st
Matt Minyard	2nd
125 EX	
Michael Brandes	1st
250 STK NOV	
Clay Kirkland	1st
Brad Schultz	2nd
Donny Jackson	3rd
250 MOD INT	
Brock Sellards	1st
Pat Foster	2nd
Eric Vallejo	3rd
250 EX	
Casey Johnson	1st
Michael Brandes	2nd
Jeff Willoh	3rd
250 Open	
Brock Sellards	1st
25+ INT	
Craig Mayhan	1st
Dee Wood	2nd
25+ EX	
Dennis Hawthorne	1st
Earl May	2nd
30+ INT	
Wyn Kern	1st
Shane Wills	2nd
30+ EX	
Dennis Hawthorne	1st
Earl May	2nd

AMA National Hare and Hound Series
Murphy, Idaho
March 19, 1995

Danny Hamel	1st

Kawasaki

Let the good times roll.

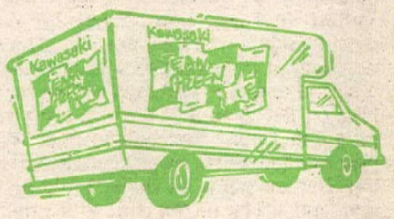
At the risk of sounding like a broken record, Danny Hamel turned an early lead into another Hare and Hound title. And speaking of records; Hamel, spewing an enormous dust hurricane in his wake, tied the all time mark in this event with his fifth consecutive title. Cutting an 81 mile swath through the Lucerne Valley, his Kawasaki KX500 sped far ahead of a pack mired in a zero visibility pea soup, the likes of which few racers have ever had the pleasure of choking on. But as always, Hamel's little jaunt was just another whiplash tear through the California scrub, topped with a checked flag. By days end, Team Green owned half of the top ten spots. Who says you can't clean up in the dirt?

Carmichael rides off with Grand Prix title.

Team Green legend and minicycle prodigy Ricky Carmichael, swept the 14-16 year old 80cc stk, 80cc mod, 80cc Super Mini and the Race of Champions at the World Mini Grand Prix, burying the competition beneath the hot sands of Vegas. Way to go Ricky. Carmichael, who's now merely warming up for his 125cc debut later in 1995, displayed the winning form that allowed him to dominate the minicycle category for nearly ten years. Kinda makes you feel sorry for those guys in the 125's, huh?

What it means to be Green

Besides their winning bikes, Kawasaki riders share other green commodities – cash and track-side support. In addition to putting up more than $2.6 million in contingency money, Team Green™ provides Off-Road Racing an Amateur Motocross rider support, track-side technical service and emergency track-side parts support at over 300 events per year. For details, see your local participating Team Green dealer.



BEL-RAY NGK SCOTT USA DUNLOP ACERBIS BELL Renthal SUBAKI C.H. TRICK alpinestars

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Round 2: The 6-Hours of Assen

PRIVATE PARTY

By Johan Vandekerckhove

ASSEN, HOLLAND, APR. 30

After a long absence from the top rostrum position, Stephane Mertens and Jean-Michel Mattioli finally added another victory to their endurance-racing résumé. For most people, this is a complete surprise; even some road race insiders did not know that Assen hosted a world endurance race on the last weekend of April. The trouble may have been what many considered a rather modest publicity campaign, but whatever the case, only 25 teams showed up and most seats in the grandstands around the short circuit of Assen stayed vacant. But as so often, those absent were at fault: The battles on the track were extremely intense and the rostrum positions were attributed only in the last hour of the race...or actually, even some hours later...

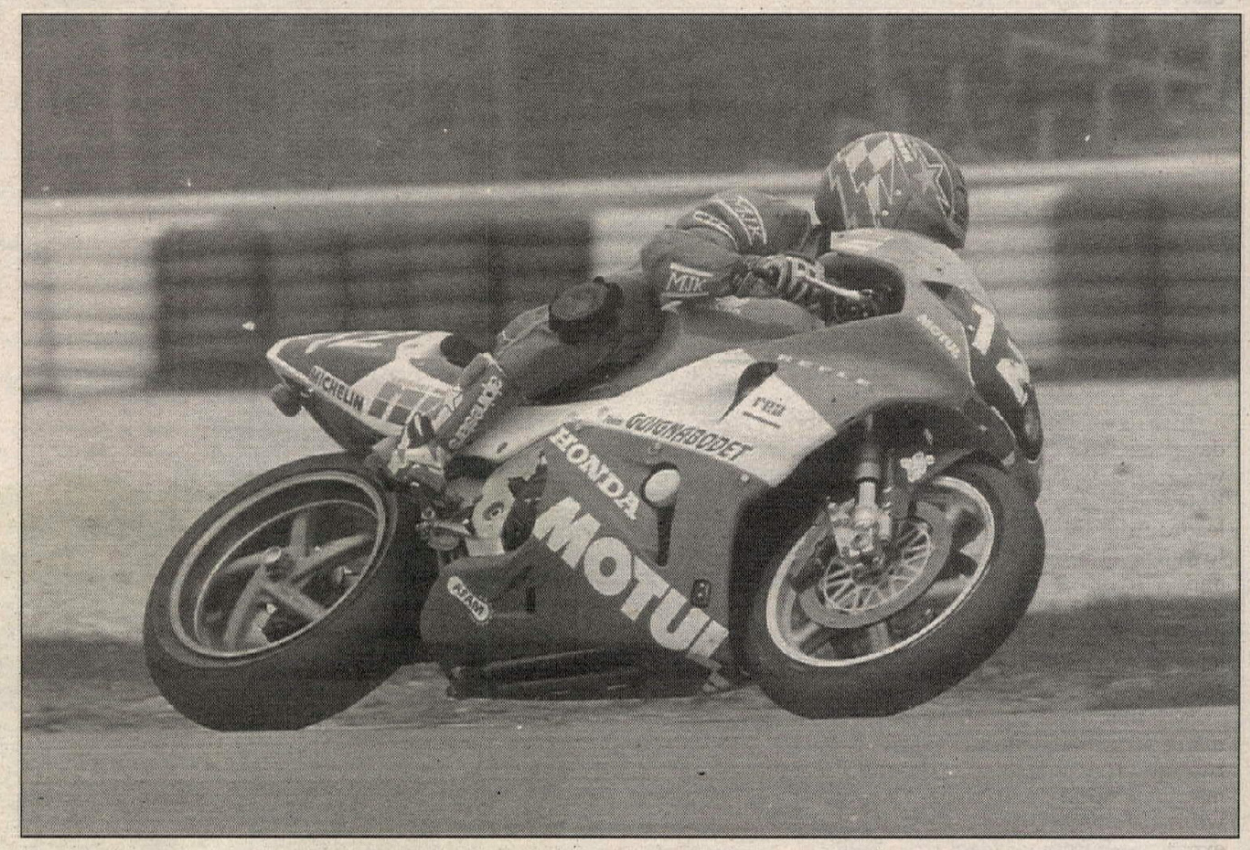
It had been 15 years since the endurance racers had put tire on the Dutch asphalt at Assen. It was also the first time in the history of modern-day endurance racing that a race was planned to be run in two separate heats. This possibility had been introduced in the sporting regulations two years ago by Claude Danis, the Belgian president of the road race commission within FIM. This way, the federation hoped to make the long-distance races more attractive to the spectators, with two spectacular Le Mans-style running starts for the same money. Moreover, it was expected that the race speeds would be higher in this format.

The initiative was, however, not much appreciated by the riders. Most teams were unhappy about not being able to go on for six hours straight. They felt that by breaking the race up they would not get into their "endurance rhythm" and that the importance of good pit work would be lost in the two-leg format.

Despite some of the problems, the Dutch are willing to continue in the future.

"This was a good investment for the following editions," explained organizer Ernst Lutgert after the race. "Of course, some mistakes have been made, but we have learned a lot. We desperately wanted to get endurance racing to Assen. We already had the Grand Prix, a round for the World Superbike Championship and we only missed the marathon runners. Now, Assen is a household name in every one of these disciplines. In the future, we will also invest more in the activities around the race itself. We will invite more rock groups and make a real happening of it all, as is the case in Le Mans and at the Bol d'Or already. We will also try to establish another date, as many endurance teams have not shown up because this race was organized two weeks after the Le Mans race. Probably, we will also continue with the two-heat format, but next year we might organize one heat on Saturday afternoon with the riders finishing in the dark, and the second heat on Sunday." Some 6,500 spectators attended this year's event.

(Above) After sprinting across the track for the start of the Assen 6-Hour, the riders rush to get their machines off the line first. The World Endurance Series had not visited Assen in 15 years. (Right) Stephane Mertens (pictured) and Jean-Michel Mattioli took their Guignabodets Honda to victory in the two-leg endurance event.

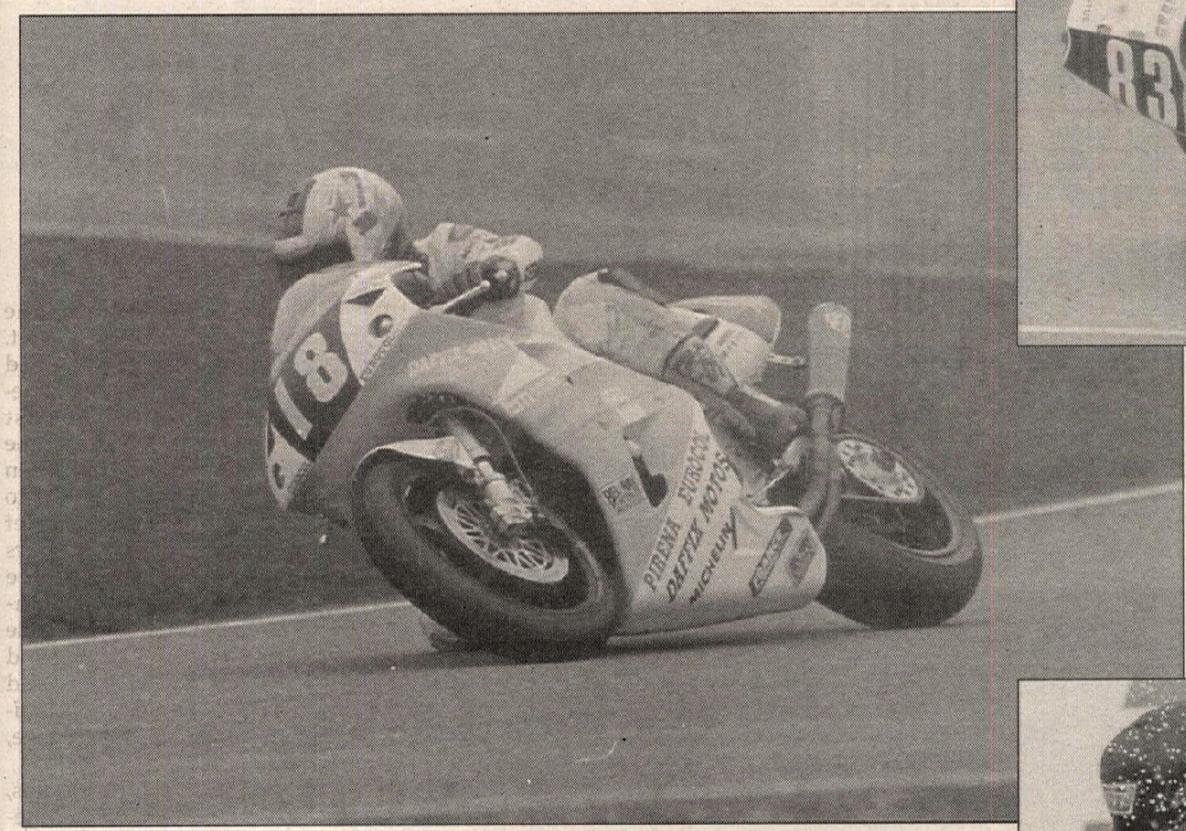


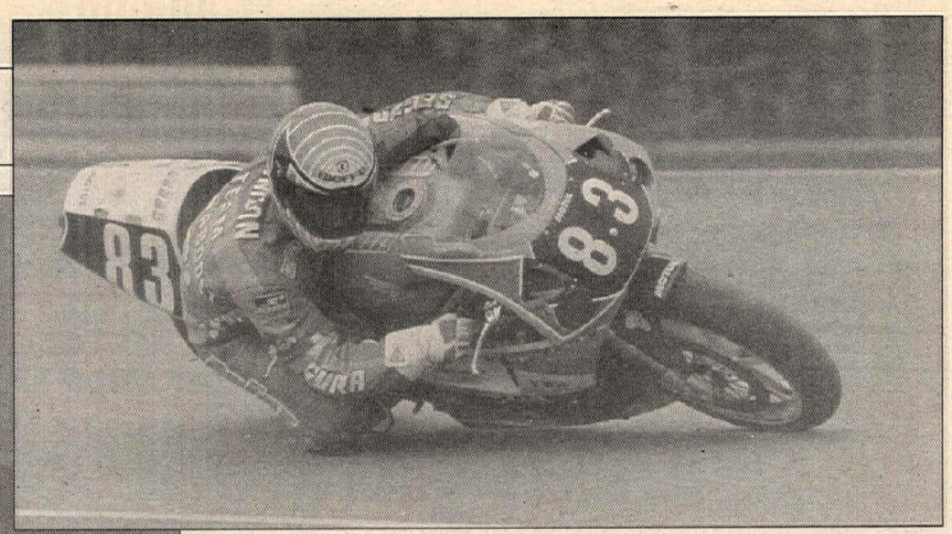
QUALIFYING

Only 25 teams presented themselves at the Assen gates on Thursday. Among them there was not one factory team; the privateers suddenly found 10 extra horsepower of motivation when they walked around the paddock. One factory rider however had undertaken the trip to Holland. Christian Lavieille - in most other races a rider on the official Suzuki-team - applied with several teams on Thursday and asked them if they had a vacancy for him. The Frenchman did some laps on the British Phase One Endurance Racing Team Kawasaki, but finally found employment on the French team of Jean-Louis Guignabodet. At first, the former Grand Prix rider had only entered one bike for Michel Simeon/Jean-Michel Mattioli. But first Stephane Mertens (the third rider of the team at Le Mans) showed up, and when Lavieille turned out to be very eager to ride the second Honda, Guignabodet entered this bike only some two hours before official practice. Stephane Mertens was teamed up with Jean-Michel Mattioli, and Christian Lavieille joined forces with Simeon. Lavieille and Simeon took the bike that had been used at Le Mans, whereas Mertens and Mattioli had a go on the team's second bike, with fresher parts.

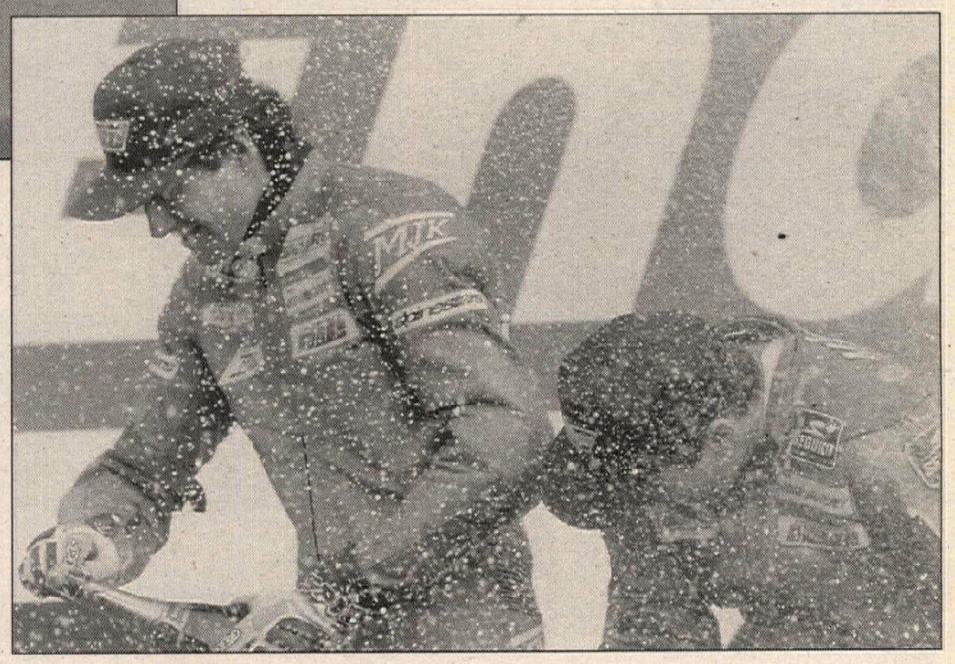
With the two Phase One Kawasakis, the Guignabodet Hondas were definitely the fastest things around at Assen. From the first laps of practice, these four teams did exactly what was expected of them. Pole position went to the New Zealand duo of Robert Holden and Andrew Stroud (Phase One Kawasaki), in front of Jean-Michel Mattioli and Stephane Mertens; the Guyot Motorcycle Team of Christophe Guyot and Jean-Francois Damide; the second Phase One Kawasaki of Steve Manley and Bruno Bonhuil; the Dafix-Honda RC45 of William Costes and Eric Mizera; and the second Guignabodet Honda of Michel Simeon and Christian Lavieille. Surprisingly, the Van der Wal-run team (with Leo Planken and Rudi Markink) was beaten in practice by Joop Bosch and Henk van den Broek in their battle for best Dutch honors.

The fine results of the Phase One Kawasakis brought a smile on the face of team manager Russell Benney: "Strange as it may seem, for us this is one of the most important races of the last couple of years. We want to go back home leading the championship. That way, we will have a fairly strong posi-





(Left) William Costes rides his shift. Costes was paired with Eric Mizera on a Honda RC45 and came out on top of a heated battle with the third-place Kawasaki of Steve Manley and Bruno Bonhuil.
(Above) The Honda-mounted team of Christian Lavielle and Michel Simeon faced mechanical difficulties at the rider change. The team suffered a one-lap penalty when an anxious Simeon exceeded the speed limit exiting pit lane.
(Below) The victorious Mertens (left) and Mattioli are showered with champagne atop the rostrum.



tion when we go to Kawasaki within a couple of weeks to ask for more support for the Suzuka 8-Hour race. We just have to get a good result here."

Former Superbike and new Thunderbike rider Stephane Mertens was also quite happy about the practice result.

"At first, I was not going to race here," the Belgian said. "With only one week to go before the first Thunderbike round at Jerez, I did not want to take any chances. But on the other hand, it looked like a good rehearsal for me before I enter some more World Superbike races during the year on the D'Hollander RC45. Guignabodets Hondas are also very well prepared, and with these bikes it should be possible to have a good finish here."

LEG ONE

Just like in the good old endurance days, the battle for the leading positions was going to be done by Honda and Kawasaki. Stephane Mertens took the lead during the first couple of laps, followed by Robert Holden (Kawasaki) and William Costes (Honda). The second Guignabodet Honda was making up ground fast after a slow start. "I lost a lot of time behind a slower Kawasaki," Michel Simeon said.

The first three-hour heat didn't have many surprises in store. Everybody was running at a very fast pace, and most machines stood up to the hard treatment without too many complaints. Only the experienced Bolliger team from Switzerland had to go into the pits after a few minutes. Right from the first laps, the engine temperature had risen alarmingly, and every half-hour the Kawasaki had to come in to have its radiator filled up with a fresh bottle of water. Among the top teams, only one rider got into trouble. During the first hour, Grand Prix 500cc rider Bruno Bonhuil survived a near-crash on a punctured front tire. After this scary moment, he lost some more minutes in the pit lane when the Phase One mechanics changed the tire. When the checkered flag came out for the first time after three hours, a first provisional classification could be drawn up. Mertens/Mattioli were leading. Only 18 seconds behind came Holden/Stroud, followed at another half a minute by Simeon/Lavieille. Manley/Bonhuil, Costes/Mizera and Planken/Markink were one lap down.

LEG TWO

An hour and a half later, the 23 remaining bikes were taken out of parc ferme and - after a brief intervention in the pit lane - they started their sighting lap. Stephane Mertens and Andrew Stroud were well aware that the battle for victory was still wide open; both riders put up a great show during the first hour of the second heat. Mertens led for most of the laps, but still he had to let his Kiwi rival go at the end of his turn. "That guy is crazy," the Honda rider said after he had caught his breath. "I had just taken the exit leading to the pit lane when he came flying past me full throttle."

This tactic offered Stroud and his teammate Robert Holden the first position for only half an hour, with Jean-Michel Mattioli running some 15 seconds behind the Kawasaki on the track. If nothing changed, victory would be for the Honda team anyway. But things did change a little bit later. Around halfway through the second heat, Robert Holden came into the pit with a broken throttle cable. From that moment on, the position of Mertens/Mattioli would not be jeopardized again.

Unfortunately, Guignabodet would not have an easy end to their race. At about the same time that the Phase One Kawasakis replaced the throttle cable on the Holden bike, Lavieille came into the pit for his scheduled stop. This took the team longer than expected and, slightly stressed, Michel Simeon took over and raced out of the pit lane...at 62 miles per hour where a speed limit of 50 miles per hour had to be respected (as at Le Mans). A bit later, the verdict was known: Simeon/Lavieille were penalized one full lap, which made the team fall back from second, to fourth position.

After the exciting duel between the leading teams in the first hour, the spectators were offered another scrap for second position in the last hour of the race. There was no more question that Mertens/Mattioli were going to win, but especially in the last half-hour things started to heat up behind their blue backs. The Kawasaki with Manley/Bonhuil and the Hondas with Costes/Mizera and Simeon/Lavieille did not yield an inch and the decision as to who was going to take the remaining rostrum positions was only going to be taken in the last miles of the race. For Robert Holden, things had really turned sour during that last hour.

"After that gas cable problem I have probably pushed it a little bit too hard," the experienced New Zealander said. "At the end of the back straight, I crashed the bike. Fortunately, it slid on one side further and I could pick it up and resume battle immediately afterward. That lap only took me 20 extra seconds, so I should not be complaining."

That was not the case with the Dutch Yamaha Exclusief Team. An hour and a half before the end, 250cc rider Rudi Markink had parked the terminally ill Yamaha alongside the track with a broken connecting rod. That was the end for the home boys who had been riding in fourth position until that moment.

At the end, victory was - as expected - for Mertens/Mattioli, and they were accompanied on the rostrum by Costes/Mizera and Manley/Bonhuil. For Stephane Mertens, this victory was his first in four years.

"I am happy to have won here," Mertens said. "Especially as I will not participate in many world championship races this year. Everything went according to schedule, and I enjoyed myself particularly battling it out with Andrew Stroud. Still, I know that the level was not too high today. There were no factory teams and lap times were not too impressive either. Two years ago, I went around two seconds faster on my factory Ducati on this track."

Michel Simeon missed third place by a whisker because of the one-lap penalty for his hurried exit out of the pit lane. "What a shame to miss rostrum this way," the veteran racer, who owns a Suzuki dealership in Brussels, lamented. "I would have been less disappointed if I'd crashed the bike."

Protest by team manager Jean-Louis Guignabodet made the international jury change their minds for the first time. The second Guignabodet team was classified third, at the expense of Manley/Bonhuil one hour after all the spectators had gone home. Another two hours later, however, the result sheet was modified a second, and a third time. At one stage, the jury had forgotten about the Stocksport and the Supersport bikes. The main victim of the changing moods in the jury room was Simeon/Lavieille who finally lost their third place again to Manley/Bonhuil. CN

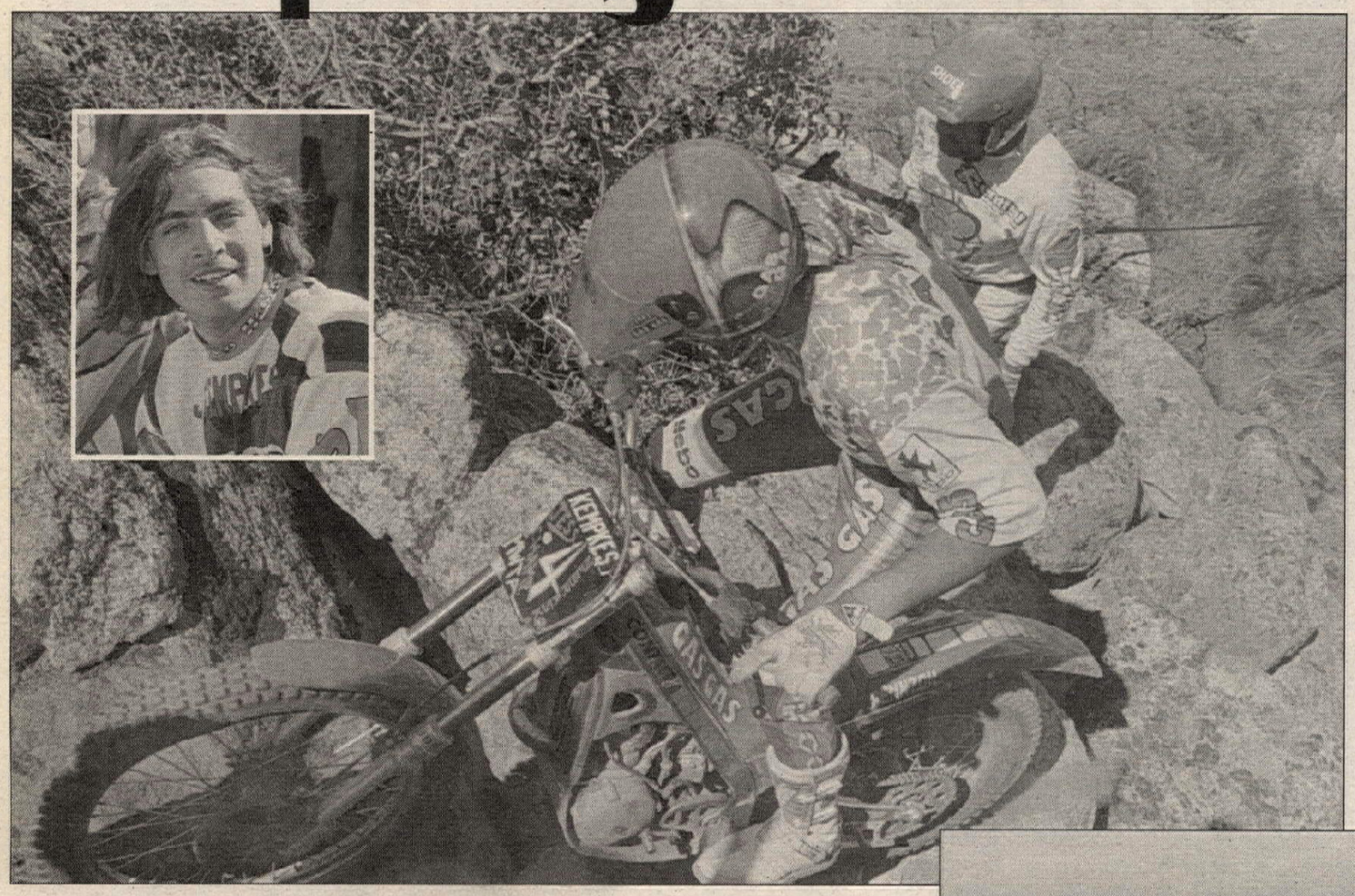
Assen 6-Hour
Assen, Holland
Results: April 30, 1995

1. Mertens/Mattioli (Hon); 2. Costes/Mizera (Hon); 3. Manley/Bonhuil (Kaw); 4. Simeon/Lavieille (Hon); 5. Holden/Stroud (Kaw); 6. Bosch/Van den Broek (Kaw); 7. Seefeldt/Boner (Kaw); 8. Josch/Schittko (Kaw); 9. Power/Smith (Yam); 10. Weynand/Tijssen (Kaw); 11. Goodley/Railton (Yam); 12. Parker/Henning-Norton (Yam); 13. Spierings/van Dooren (Suz); 14. Snickers/Snickers (Duc); 15. Cornillet/Mommen (Kaw); 16. Treffort/Leblanc (Hon); 17. Beltermann/Grandegger (Suz); 18. Schmidt/Schlieper (Yam); 19. Rohrig/Muller (Kaw); 20. Breitenstein/Jacquier (Yam).
Time: 6 hours, 21.21 seconds.
Distance: 242 laps, 587.82 miles.
Average speed: 97.971 mph.
WORLD CHAMPIONSHIP POINT STANDINGS: 1. Christian Lavieille (53); 2. (TIE) Alex Vieira/Brian Morrison/Rachel Nicotte (50); 5. (TIE) Jean-Michel Mattioli/Stephane Mertens (45); 7. Eric Mizera/William Costes/Steve Manley/Bruno Bonhuil (42).

Upcoming rounds:
Round 3 - Spa Francorchamps, Belgium, July 15-16
Round 4 - Suzuka, Japan, July 30

Round 3: McCain Valley OHV Area

Kempkes gets his first



By Donn Maeda
Photos by Mark Kariya/Dirt Rider

SAN DIEGO, CA, APR. 29

For Jess Kempkes, the thrill of victory may have come a day late, but it was still a thrill, nonetheless. Because of a score-counting error, Kempkes left the California National believing that he had finished second overall and once again just missed out on his first-ever National win. Six-time National Champion Ryan Young had been declared the winner, and Kempkes never even thought to question the results.

"I finished second at the last round last season," said Gas Gas USA rider Kempkes. "That gave me a little taste of the win, and I knew then that I was ready to win one of these things. I've been practicing a hell of a lot more, and I know that I'm ready. My time is here."

It wasn't until the following afternoon - during the middle of the next day's El Trial de España event - that Kempkes was informed of the scoring error and declared the winner of round three of the AMA/NATC National Championship Trials Series.

"Dude, I was stoked," said Kempkes, who sported an ear-to-ear grin throughout the rest of that day's event. "It would have been cool to know about it yesterday, but this is still good. A bunch of us went out last night to celebrate my second-place finish, too."

Relegated to second after basking in a temporary glory was Young, the series veteran who has displayed a newfound determination to regain his National Championship.

"They say that all results are supposed to be official 30 minutes after they are posted, but in this case I can understand because the officials added up our scorecards wrong," said Young, gracious in defeat. "Sure, I would have loved to win, but I'm really happy for Jesse. If someone is going to beat me, I'm glad it was him - one of my teammates. This is definitely the most-competitive season in a long, long while."

Competitive, indeed. In the three rounds run thus far, there have been three different winners: Young, defending National Champion Geoff Aaron, and now Kempkes.

Rounding out the top three at McCain Valley was the other rider who many feel has the potential to score a National win this year, Belgian Olivier Clamagirand. While Kempkes and Young were separated by a mere two points, Gas Gas rider Clamagirand had an off day and sat five points further adrift.

"I had a bad day," said Clamagirand, being rather hard on himself. "I had many stupid mistakes. I should have won today because this is like my home event. Instead I had many errors."

Finishing an uncharacteristic fourth was Cosmopolitan Motors' Aaron, but the factory Beta rider didn't seem too upset by his final finishing position. "To tell you the truth, with the throw-out rounds, I'm not too concerned," said the charismatic Aaron. "I'm almost done with school, and after that, I can start practicing more and hitting these things hard."

Of the 11 rounds that comprise the AMA/NATC National Championship Series, only the riders' six best scores will count towards the final series standings. In the past, the championship came down to wins - the rider who had six National wins was the champion. "But that looks like it will be different this year," said Young. "There's four guys who can win on any given day. Maybe now the seconds and thirds will matter, too."

After a two-round stint in Arizona, the series headed further west to the McCain Valley OHV Area in San Diego County for round three. The American Trials Association (ATA) promoted event drew 77 entrants, as well as a healthy crowd of spectators. Each of the 15 sections were laid out in large rocky areas, and several even included monstrous rock slabs that covered entire mountainsides.

While the opening two rounds in Arizona were considered by all to be on the easy side, the sections that challenged riders in California were on the opposite end of the spectrum. Most riders agreed that the National was extremely difficult, and several of the support class riders dropped out in fear or protest. The top riders, however, thrived on the challenge of the sections. "The sections are great," said Aaron. "Yeah, they're pretty hard compared to some of the other Nationals, but that's the only way we're gonna get better. When you have the winner dropping only five points at a National, that's saying something - they're too easy."

There was no doubt that the California hazards were more challenging, and the first section of the day opened quite a few riders' eyes. Young was the first rider to get bit by the tricky section, as he failed to conquer a super-steep rock step and watched helplessly as his Gas Gas crashed to the ground. The rear aluminum subframe on Young's JT35 was badly damaged, as were his handlebars. The 46-time National winner rushed back to the pits, and a handful of volunteers helped repair his tattered machine.

"I was surprised after section one, that's for sure," said Young. "I just gave it way too much throttle and the rear wheel spun and I didn't make the step."

Exhibition rider David Cobos, Aaron, Kempkes and Clamagirand were the only riders to get through section one on the first loop without crashing.

"I thought section one was pretty radical, but the sections after one were even more radical," said Young, who would end the first loop with a 24-point score, only fifth-best.

Clamagirand was the only rider of the day to clean the opening section, doing so on his first attempt.

Like the opener, section 14 was on the radical side and caused quite a few problems for numerous riders. An extremely steep climb with several vertical steps challenged the riders, and only Cobos, Kempkes and Clamagirand were able to successfully make the climb on the opening loop. Throughout the day, none of the

(Left) Nebraska's Jess Kempkes earned the first National win of his career in the rocky terrain of San Diego. (Below) Six-time National Champion Ryan Young was initially thought to be the winner, but the Kentucky rider ended up second.

McCain Valley OHV Area
San Diego, California
Results: April 29, 1995

CHAMPIONSHIP: 1. Jess Kempkes (G-G) 47 points/27 cleans; 2. Ryan Young (G-G) 49/28; 3. Olivier Clamagirand (G-G) 54/24; 4. Geoff Aaron (Bet) 62/26; 5. Raymond Peters (Fan) 86/20; 6. Dennis Sweeten (Bet) 116/8; 7. Ryon Bell (G-G) 129/7; 8. John Clark (143/6); 9. Matt Moore (G-G) 153/2; 10. Andy Saum (G-G) 165/1.

EXHIBITION: 1. David Cobos (G-G) 27 points/36 cleans.

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES POINT STANDINGS (After 3 of 11 rounds): 1. Ryan Young (80/1 win); 2. Geoff Aaron (69/1); 3. Olivier Clamagirand (67); 4. Jess Kempkes (64/1); 5. Raymond Peters (46); 6. Ryon Bell (40); 7. (TIE) John Clark/Dennis Sweeten (37); 9. Chuck Sutton (34); 10. Andy Saum (33); 11. Matt Moore (30); 12. Ron Commo Jr. (23); 13. Derek Martinson (15); 14. Kevin Busch (13); 15. Kenny Leduc (11).

Upcoming rounds:
Round 4 - Harrisburg, PA, May 20
Round 5 - Churchville, NY, May 21

(Left) Local rider Olivier Clamagirand rounded out the top three, and along the way had several spectacular rides. (Above) Defending National Champion Geoff Aaron finished an uncharacteristic fourth overall. (Right) David Cobos was actually the low-point scorer of the day, but was not allowed to officially compete.

Americans would clean the section. Remarkably, Cobos cleaned it on all three attempts. The best American effort was turned in by Kempkes on the final lap, when he dabbed twice on the way up.

The visiting Spaniard Cobos enjoyed the lowest score after the first 15 sections, having given up only 13 points. Kempkes, however, held the official lead with 14 points. Clamagirand was next with 17, followed by Aaron with 22.

"I got a dumb five in section 11," said Kempkes, who felt that his 14-point score could have been even better. "There was a split marker hidden behind a rock that I didn't see. The sections are good, though. They're real tough, just like I like them."

Kempkes held onto the official lead after loop two, even though his 17-point score was bettered by Young's 13-point tally. Once again, Cobos was the lowest scorer with 11.

Kempkes was seen racing back to the pits halfway through the second loop so that he and his minder-for-a-day, Bultaco Part Obsolete's John Thomson, could replace a pair of bent handlebars.

"I crashed in section one and bent my bars, but I didn't realize it at first," said Kempkes. "Then I started taking points in the next few sections because I would do a splatter and get pulled to one side. When I realized that the bars were bent I hauled ass back to the pits to change them."

As it turned out, Kempkes' brief pit stop would eventually cost him one penalty point for being two minutes late to the finish.

Young was happy to improve his score on loop two. "I learned a lot on the first loop," he said. "I was splattering a few sections that I should have been doing a 'jap zap' on. On the first loop when I would get a five, I would back up and ride out the section. It's always good to get the most out of each ride that you can."

Aaron had the most interesting second loop. He finished with 18 points, but could have easily had a 23, had he given up hope in section nine.

"I went flying up this big wall and landed in the middle of a huge crack, and the rear sprocket hit the rock and my chain fell off," said Aaron. "I was cased out on the top of the wall, so I put the tranny in neutral, reached down and turned up the idle screw on the carb, and bent over and put the chain back on. The two-minute whistle was blowing and here I am, struggling to put the chain back on."

To the delight of the spectators, Aaron successfully replaced his chain and went on to clean the section.

(Above) Ryan Young crashed hard in the first section and had to scramble to repair his damaged bike. A host of volunteers made the necessary repairs quickly.

Cobos turned in the best loop score of the day on his final circuit, coming into the pits with a three-point card. Young was in with a 12, and Kempkes flew into the pits with a 15. The long-haired Nebraskan was two minutes late and given one penalty point, but as it turned out he still had two points to spare over Young for the win.

Because of the scoring error however, Young was initially declared the official winner. One of the fives on Young's first loop card was not punched completely through, and was at first missed by the scorers. The mistake would be caught later that evening.

"After I bent my bars and lost time replacing them, I was sweating it through the rest of the trial," said Kempkes after the event, still under the impression that he had finished second. "I knew that time was going to be tight, so I was really pushing through the sections. All in all, though, I'd say it was a pretty good day."

Little did he know. CN

Sneak preview

Though Jess Kempkes is an undeniable Championship class favorite amongst hard-core trials fans, the darling of the crowd at McCain Valley was definitely David Cobos (right), the teenage guest rider from Gava, Spain.

Thanks to Gas Gas International Export Manager Andreu Codina, Cobos was able to make his first-ever visit to the United States, and along the way made quite a few new friends and gained a large number of new fans. Regarded as one of Spain's most-promising young riders, Cobos is part of Codina's Gas Gas support team, and is just waiting in the wings for his chance to attack the World Championship Trials Series.

And just what is holding Cobos back? It's not the lack of talent - anyone who saw him ride in San Diego will tell you that - but rather, his age. Cobos won't celebrate his 16th birthday until the middle of May, and to compete in World Rounds, a rider must possess a driver's license from his home country. Ever wonder why trials bikes come equipped with horns and headlights? Because many of the loop transfers at World Rounds are held on public streets and highways, riders must be licensed and their bikes are required to be street legal.

"David will turn 16 a few days before the Polish World Round," said Codina. "He will try to get his driver's license in time for the event, but if he does not, he will make his World Championship debut in Italy in June. Right now, he is studying the driver's handbook every night."

Cobos competed in the National as a guest exhibition rider, and his scores did not affect the outcome of the series points payout. While Kempkes was the best of the Americans, Cobos gracefully skipped through each section, giving up only 27 points and amassing a whopping 36 cleans. In comparison, Kempkes' winning score was 47 points, 27 cleans. Unlike the special Gas Gas which he rides in Europe, Cobos' borrowed machine was completely stock.

"The sections were very good, not easy," said the friendly Spaniard. "There were many steps and you needed much technique. I did not know for sure if I could win the event, and I am very happy to have my first American win. Many of the Americans are very good. (Jess) Kempkes, (Ryan) Young, (Geoff) Aaron and (Olivier) Clamagirand, they have good skills.

"I want to say thank you for all the people who follow me and help me."

Cobos conquers

By Jon Maeda
Photos by Donn Maeda

SAN DIEGO, CA, APR. 30

The 25th running of the American Trials Association's El Trial de España - in translation, literally "The Trial of Spain" - was held in the McCain Valley OHV Area in eastern San Diego County, and it was indeed a Spanish event. For the second year in a row, the event was won by a visiting Spaniard, and the observed trials community of Southern California and beyond gathered in the warm sunshine to watch the nation's top trials riders perform their magic. Doing the winning at this year's event was 15-year-old David Cobos of Gava, Spain. The friendly Gas Gas factory rider actually ended the day tied on points with six-time National Champion Ryan Young, but won the tie breaker by virtue of a single clean.

But while the contest was close on paper, Cobos handily won over the hearts of the spectators on hand during the traditional afternoon exhibition sections. The skin-suit clad rider easily cleaned all five of the exhibition sections, much to the delight of the estimated 700 spectators on hand. Young had actually topped Cobos in the morning portion of the event, but could not match the teenager's performance in the exhibition. Both riders ended the day with a mere four points, but Cobos had 22 cleans to Young's 21.

"I am very happy to win," said Cobos. "The sections were a good level. Big obstacles that required much technique."

Defending National Champion Geoff Aaron rounded out the top three, but was well off the pace set by Cobos and Young. The Cosmopolitan Motors rider ended the day with 16 points and 15 cleans.

Traditionally the largest non-National observed trials event in America, this year's ETdE followed in the footsteps of the third round of the AMA/NATC National Championship Series, held at the same site on the previous day. El Trial de España is an all-class trial, intended to attract riders of all skill levels. The event played host to an amazing 107 competitors of all levels, one of the larger crowds in recent years. Lending to the success of the event was the unseasonably warm San Diego county weather, which saw many riders and spectators sporting sunburned body parts before the end of the day.

All riders compete in a two-loop trial in the morning, but only the Championship class riders continue on with a third loop. In the afternoon, the rest gather to watch the elite compete in the five world-class exhibition sections that are laid out close to the pits, making them easily accessible and spectator friendly. Though the Championship class morning sections were of exceptional difficulty, it was the afternoon exhibition sections that were truly spectacular.

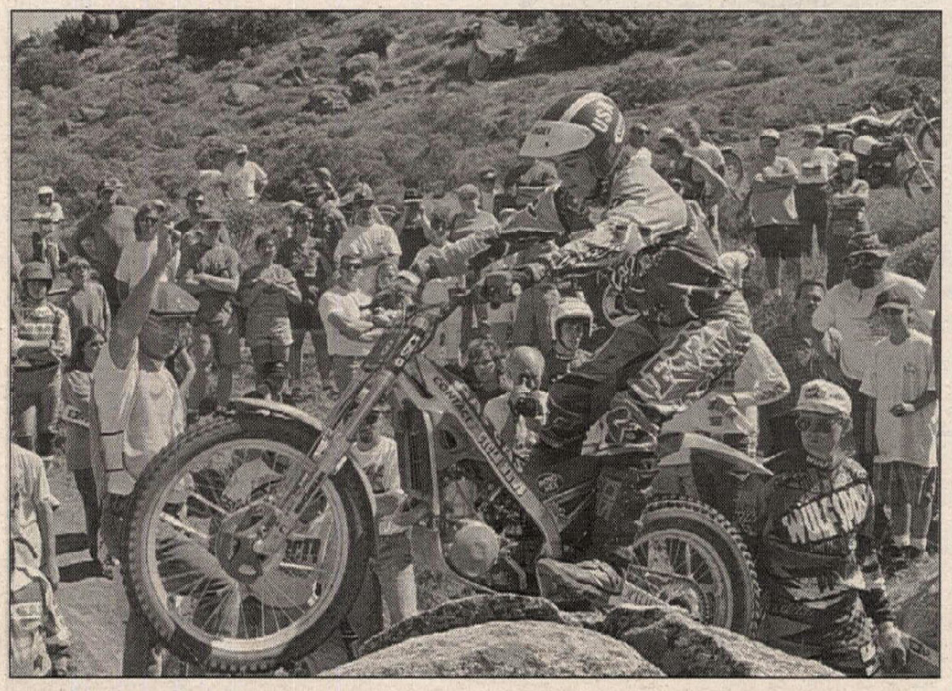
Cobos, whose slight frame made him appear every bit a 15-year-old, was mentored by former world class rider Andreu Codina, himself a formidable rider who emerged victorious in the premier class at last year's ETdE. In World Round trials competition, each rider has a minder - or mentor - to caddy him through the more difficult parts of each trap. While Codina serves this purpose, Cobos has yet to compete in a World Round, as the competitors must be at least 16 years old. Cobos has a couple weeks to go, and hopes to make his World Championship Series debut at the May 27-28 Polish World Round.

Present at this year's 25th running of the popular event was inaugural organizer Fred Belair, who created the event in 1970 as a means to bring to spotlight to the fledgling sport and to raise funds to send the top Americans to compete on the World Championship level. The funds raised in the past have contributed to the efforts of America's only World Champion, Bernie Schreiber of La Crescenta, California, who topped the World in 1979. In subsequent years, the El Trial fund has enabled riders, among them, Lane Leavitt, Mark Eggar, Matt Pritchard and Mike Lauxen, to compete against the best that Europe had to offer. In recent years, however, the fund has gone to support the efforts of the American Trial des Nations team. Truly the Olympics of trials, the Trial des Nations pits the top four riders from each participating country against the other four-man teams from around the globe. Indeed, the team effort is of paramount importance, as opposing team riders work together for the common goal of improving their national position. The event is traditionally dominated by European national teams, with the Spaniards being the dominant force of late. It was a few short years ago that the French took top honors consistently. The dollars raised at the '95 ETdE will again go toward funding the American TdN team effort.

(Left) Spain's David Cobos won the 25th running of the El Trial de España. The 15-year-old had a noticeably different riding style than the Americans. (Below) Six-time National Champion Ryan Young tied Cobos on points, but lost the tie breaker on cleans.

The five ATA member clubs - Valley Observed Trials Enthusiasts, Technique Trials Club, San Diego Trials Riders, Plonkers Trials Club and Southern California Trials Association - laid out all of the sections, which were built largely around the huge clusters of car-size boulders that dominate the McCain Valley landscape. Said rocks were laid out in a manner that sent riders and bikes thrusting through the boundaries, often pulling the bike into precarious positions, forcing the rider to dab once, twice, even three or more times. All classes enjoyed a variety of sections laid out on a two-mile loop that careened and wound through the moderate, mild hills of the area. Riders were greeted by sunny mid-70s temperature that played havoc on the visiting Eastern riders who proclaimed the event weather to be, "A lot hotter than we're used to," according to New Yorker Ray Peters of the Tryals Shop Team. Peters, who competes on the National Championship Series circuit, found himself unable to ride in Sunday's exhibition sections, due to multiple lacerations and bruises suffered in a major trip over the bars in one of the early morning sections.

(Left) National Champion Geoff Aaron finished third. The Connecticut rider enjoyed himself on the big, dry California rocks.



(Left) Former High School National Champion Matt Moore successfully tackled each of the exhibition sections and finished seventh overall. (Right) The hardest working rider in the Championship class was Dennis Sweeten. The tough Oregon rider was fifth.

Nevertheless, in true competitor's fashion, Peters was seen in the exhibition sections watching, teaming and coaching the other riders. The exhibition sections generally consisted of large drop-offs, steep, almost vertical slabs and tight turns, well limited to less room to maneuver than the bike will allow. Section builders Matt Pritchard and Martin Belair put their heads together to create a mass of jumbled rocks and slabs that under initial scrutiny, appeared unrideable. Most of them wound around the rocks in a tricky technical fashion, while the most popular sections with the spectators proved to be those that saw the riders use brute force and high-revving engines to scale the huge obstacles.

Cobos rode with a maturity that defied his youthful appearance. Graceful under pressure and quite often very successful in his efforts, the lanky Spaniard seemed to float over obstacles and huge steps that gave the other competitors fits. Cobos, who weighs all of 120 pounds soaking wet, was good-natured about his talents and appeared to enjoy himself, despite his limited ability to communicate with the appreciative crowd.

Like Cobos, Americans Young and Aaron had little trouble negotiating the sections, while lower-ranked competitors like Montesa-mounted John Clark of Huntsville, Alabama, and Gas Gas riding Matt Moore of Sapulpa, Oklahoma, found some of the traps to be tough going. Both Moore and Clark, who are among the youngest of the riders in the National Championship class, show tremendous poise and grace under pressure. Fellow teen Jess Kempkes, who won his first National event on Saturday, seems to be a cut above, at least at this event. The flamboyant Nebraskan didn't fare as well on Sunday, but this event paid no National points, so the riders competed for little more than pride and a chance to show off their skills.

Perhaps the most spectacular of the exhibition sections was the third trap. After scaling several steep rock ledges, riders dropped back onto the dirt and lined up for a two-story climb up a seemingly impossible rock wall. All of the Americans opted to scale the side of the wall, where there was a more gradual ascent leading to a six-foot vertical step. Cobos, on the other hand, held his bike wide open and powered straight up the face of the wall.

Though Cobos had dropped four points in the morning portion of the event, he went clean through all four afternoon sections and ended the day with four. Young, meanwhile, had bested Cobos in the early going with a two-point morning score, but the big exhibition sections claimed two dabs from the popular American. Thus, the two riders ended in a tie, which was won by Cobos' extra clean.

Third-placed Aaron topped off his uneventful day with a spectacular trip over the bars on a relatively easy entrance to exhibition-section five. As the tall, gangly Aaron was pitched over his bike, a groan arose from the crowd, indicating their support and show of empathy for his predicament.

Aaron was a little embarrassed by his crowd-witnessed faux pas, but he maintained his composure even after the fall, and continued his way through the section.

Also making an impact in a big way was Gas Gas teamster Moore, who cleaned the difficult last triple step of section five, only to launch himself off the side of the bike as he crossed through the finish cards. Moore, who travels with his father, Craig, enjoyed the event, displaying a maturity beyond his years. The pressures and stresses of being a National-caliber athlete seem lost on Moore, who handles himself with aplomb on the bike. Off the bike, however, Moore is just another carefree 16-year-old.

Following the event, a satisfied Young exclaimed, "The event was outstanding. I feel great about tying with Cobos on points. Sure, I'm disappointed to lose by one clean, but I'm pleased that I was able to compete on an almost even level with him."

The fund-raising element of the El Trial de España comes from raffle-ticket sales. Grand prizes are donated by the Spanish Montesa/Honda and Gas Gas factories. Both companies have made gifts of new models in the last two years. Additionally, Section One Trials, importers of Fantic moto-trialers and Cosmopolitan Motors, who import Beta, contributed certificates good for $1,500 discounts toward the purchase of new bikes. Also raffled off were literally thousands of dollars worth of merchandise from many contributors and manufacturers, ranging from helmets and riding gear, to heating thermostats and cleaning products. This year's lucky winners were Scott Ridgley of Sherman Oaks, California, winning the Gas Gas trials bike, and Lloyd Trizley of Tallahassee, Florida, taking home the Montesa. The ATA reports that revenues from El Trial for 1995 are in excess of $6,000 - money well spent in helping to build America's chances at World Trials success. CN

McCain Valley OHV Area
San Diego, CA
Results: April 30, 1995

CHAMPIONSHIP: 1. David Cobos (G-G) 4 points/22 cleans; 2. Ryan Young (G-G) 4/21; 3. Geoff Aaron (Bet) 16/15; 4. Jess Kempkes (G-G) 46/9; 5. Dennis Sweeten (Bet) 64/5; 6. Ryon Bell (G-G) 70/4; 7. Matt Moore (G-G) 71/1; 8. John Clark (Mon) 82/3; 9. Andy Saum (G-G) 92/0; 10. Todd Roper (G-G) DNF; 11. Raymond Peters (Fan) DNF.

EXP: 1. Ron Commo Jr. (Bet) 28 points/10 cleans; 2. Jared Malmquist (Bet) 40/8; 3. Mitch Rechdart (Fan) 65/1.

ADV A: 1. David Pyle (Fan) 10 points/13 cleans; 2. Neal Belloir (12/15; 3. Greg Jones (Apr) 16/13; 4. Howard Galbreath (Apr) 17/13; 5. Jim Collins (G-G) 23/12.

ADV B: 1. Bob Grant (G-G) 43 points/4 cleans; 2. Jonah Leon (Sco) 46/6; 3. Marvin Oshita (G-G) 49/5; 4. Steve Varnell (Fan) 52/6; 5. Heath Bobb (Fan) 73/2.

INT A: 1. Craig McClellan (Yam) 10 points/12 cleans; 2. Bruce Davis (Yam) 17/15; 3. Mike Fisher (Fan) 26/9; 4. Ted Bennick (Yam) 29/9; 5. Brad McClellan (G-G) 34/6.

INT B: 1. Samuel Erwin (Mon) 19 points/10 cleans; 2. Chip Tanke (G-G) 23/4; 3. Anthony Sigala (Bet) 35/7; 4. Rocky Robinson (G-G) 36/8; 5. Mark Miller (G-G) 46/3.

SPTSMN A: 1. Ken Melody (G-G) 16 points/12 cleans; 2. James Laudeman (Bul) 21/10; 3. James Smith (Bet) 21/7; 4. Spencer Parker (Bet) 21/7; 5. George Pennington (Apr) 25/10.

SPTSMN B: 1. Keith Oakley (Mon) 12 points/12 cleans; 2. Justin Oakley (Mon) 22/12; 3. Roy Basin (Yam) 32/7; 4. Larre Butterfield (G-G) 34/8; 5. David Davidson (Mon) 35/8.

NOV A: 1. Albert Nourian (Yam) 25 points/12 cleans; 2. Barton Harris (Fan) 51/7.

NOV B: 1. Earl Vanderwall (G-G); 19 points/12 cleans; 2. James Miller Jr. (Fan) 30/10; 3. Tom Cole (Yam) 32/10; 4. Paul Silva (Yam) 34/10; 5. Karen Oswald (G-G) 37/10.

VINT: 1. Matt Hilgenberg (Arl) 4 points/16 cleans; 2. Michael Fenner (BSA) 20 points/14 cleans.

PRESS A: 1. Donato Maeda (G-G) 36/5; 2. Takumi Kariya (Fan) 48/3.

PRESS B: 1. Scooter Rousseau (Bet) 53/4.

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Round 1: Lubbock Trail Riders

Davis flawless

(Left) Kawasaki's Ty Davis won hands down at the Lubbock Two-Day ISDE Qualifier. He set the quickest time in every special test. (Below) Team Suzuki Off-Road's Rodney Smith, the defending series champ, couldn't quite match Davis' speeds in the special tests but still finished second overall. (Bottom) Enduro champ Steve Hatch rode hard and claimed third overall.

By Steve Berkner

CROSBYTON, TX, APR. 29-30

Kawasaki's Ty Davis has had a pretty good year so far. In his first attempt contesting the entire National Championship Enduro Series, he won the first four rounds. Two burned checks last week in Louisiana in round five cost Davis the overall where he had to settle with a second place finish. With a free weekend off before the National Enduro Series resumes in Ohio, the Team Green rider thought participating in the opening round of the National Reliability Enduro Series would be a nice change of pace. After all, there would be no pressure of *having* to win since Davis will not participate in this year's International Six Day Enduro which will be held in Poland.

"This weekend is really no big deal to me," said Davis. "Last week I made a couple of mental mistakes in Louisiana and ended up with a second. This week I'm just here to relax a little before going to the Ohio National. I'm really looking forward to just riding here with no pressure to win."

And so what did Davis do? He won. Surprised? The 26-year-old off-road ace was unbeatable at the Lubbock Two-Day Qualifier, setting the fastest times in all eight special tests. "Actually, I've won the last 12 tests here," said Davis. "On the second day last year I won all the tests." Again in Texas, Davis was unbeatable. "I really had a lot of fun out there. I didn't crash in any of my tests; I just rode and had fun."

Finishing nearly 70 points behind Davis was Suzuki's Rodney Smith, the defending series champ. "Ty is just really running smooth right now," said Smith. "He's using different lines than the rest of us and he's really attacking them. I swear his handlebars are almost draggin' through the corners."

Smith had a good weekend himself, consistently finishing second to Davis in six of the eight timed tests. "I always seem to start out a little slow," said Smith. "The sand here is real slippery and I didn't want to take chances during the first race of the series. My strategy was to just ride smooth." Smith was bettered twice by fellow Suzuki teammate Steve Hatch who finished third, 47 points behind Smith.

Hatch's ride was almost over at the first gas when he discovered a cracked cylinder. The defending National Enduro Champion said, "It must've taken a hit from a rock. We discovered coolant leaking out at the base of the jug and we figured it was a loose nut. After further inspection we saw the crack in the jug. I ended up using some epoxy to seal it and keep it from leaking.

"My first test (Saturday) went real well. But I crashed during the second test and twisted my ankle a little," added Hatch. "I decided to back off a little and concentrate on being smooth. They don't have a lot of trees to work with here out in the desert so the club relies a lot on varied terrain. One moment you'll be riding down a sandwash and the next they send you down a drop-off with rocks. The club did an excellent job of marking these areas and that made it easier to ride consistent."

The two-day, 28-check, event was hosted by the Lubbock Trail Riders and was held at the Williams' Ranch located about 40 miles southeast of Lubbock. The Tulsa Trail Riders scored the event. The trail consisted of varying desert terrain with two sections of the three loop course running through a hill canyoned area located at the north end of the 11,000 acre ranch.

Each loop was approximately 40 miles long. At the end of the day riders were tested on a two-mile grass track that was ribboned off in a sandwash located adjacent to the start/finish/impound area. The course repeated itself on day two with the same time schedule and start times.

The first test was four miles long and wound its way through a sandwash and back and forth across a ridge. The second test was about two miles long and highlighted varying terrain from sandwashes to hill trails through a section of canyons known as "Rambo Country."

The third terrain test was held on the

south end of the ranch made up of extremely technical terrain and was approximately four miles long.

Weather during the two-day event was as varied as the terrain. Saturday's temperatures were in the high 80s with a slight breeze just enough to keep the dust moving but with no clouds in the sky. Sunday's conditions were exactly opposite with overcast skies and cool temperatures in the 40s and 50s. A light midmorning drizzle made things a little sticky as a film of mud formed on goggles, bikes and riders.

Saturday's temperatures made for a long day but Sunday's light rain made riding conditions worse. ISDE veteran Jeff Fredette said, "This is actually the worst kind of weather. Just enough mist to make the dust stick to everything without enough rain to wash anything off."

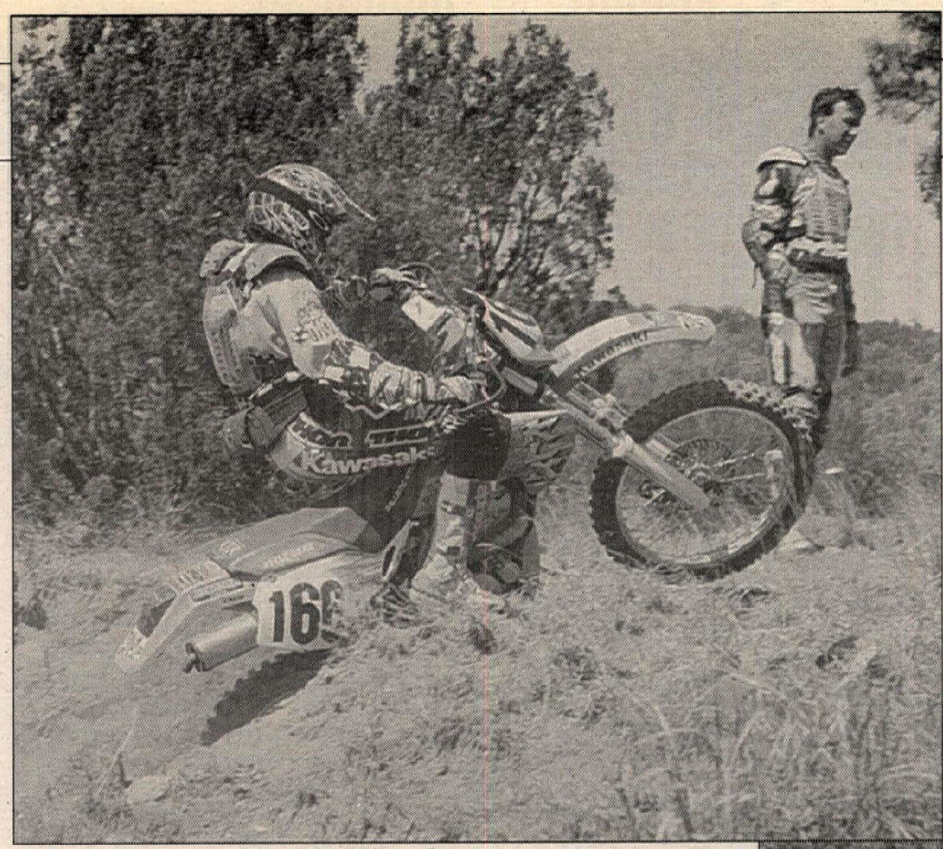
Although the Qualifiers' top three positions were decided in the 126cc-Open Two-Stroke class, fourth overall went to Suzuki's Randy Hawkins. The five-time National Enduro champ and 11-time ISDE participant showed again that he owns the 125cc class. Hawkins won his division's first test on day one and never gave up that lead throughout the next seven special tests. "Things really went good for me out there," said Hawkins. "The only real problem I had was during Saturday's last terrain test. I came into the last corner real fast and came off a small jump and actually overshot the line going into the flags. There was no ribbon marking the entrance to the check, just the worn trail, I recovered the best I could and ended up going through the check the wrong way. The checkers told me I had to go back to where I overshot the course and reenter the check. The whole deal cost me about 20 seconds."

Rounding out the top five was KTM's Greg Zitterkopf. Riding in the Heavyweight Four-Stroke class, Zitterkopf said, "Saturday was kind of long because of the heat, but we all had to deal with it. I didn't make any big mistakes. The only real problem I had was with my jetting. When I got here I had to change my exhaust to pass the sound test and I didn't have the proper jetting along to compensate, so the bike ran rough. It was real consistent in its performance so I knew what to expect."

Finishing second in the big four-stroke class and sixth overall was Italian Davide Trolli. Riding an XR's Only-backed Honda XR600, the former Enduro World Champion said, "I'm just trying to ride consistent and stay in the top three for overall points in the series. But after riding with Zitterkopf I can see he is going to be hard to beat. I tried hard to stay up with him in the test so if he goes down I can make up some time. This is my first experience with the big four-stroke in enduros. Right now I just want to do well for my sponsors."

Larry Roeseler took home seventh overall riding a bored Kawasaki KLX250. The 38-year-old Kawasaki off-road legend dominated the Lightweight Four-Stroke class with seven of eight special test class wins and over a 100-point lead over his nearest class competitor. Only a fall and a second-place finish in the final MX test on Sunday tarnished Roeseler's weekend. "Ya know, up until that fall, I had won every test (in class)," said Roeseler. "Nothing was going wrong. After yesterday's ride I thought the bike was just running perfect so I didn't do anything before impound. I just sat there and watched Ty change his tires. I felt guilty today so I changed the air cleaner and chain."

Donnie Book, Todd Harris and Mark Kerling rounded out the top 10 overall. CN



(Above) Kawasaki Team Green's Larry Roeseler launched his KLX250 to the Lightweight Four-Stroke class victory.
(Right) Randy Hawkins breezed to victory in the 125cc class, finishing fourth overall.
(Below) Mark Kerling finished second to Hawkins in the 125cc class.

Lubbock Trail Riders
Crosbyton, Texas
Results: April 29-30, 1995 (Round 1 of 5)

O/A: 1. Ty Davis (Kaw); 2. Rodney Smith (Suz); 3. Steve Hatch (Suz); 4. Randy Hawkins (Suz); 5. Greg Zitterkopf (KTM); 6. Davide Trolli; 7. Larry Roeseler (Kaw); 8. Donnie Book; 9. Todd Harris (Suz); 10. Mark Kerling; 11. Scott McLaughlin; 12. Jim Gray (KTM); 13. Rob Mesecher; 14. Jeff Fredette (Kaw); 15. Rodney Goehring (Hon); 16. Scott Stretch (KTM); 17. Ron Schmelzle (Hon); 18. Marty Walden (Suz); 19. Eric Ducray (Suz); 20. Craig Smith (Kaw).

L/W 2/STRK (125cc): 1. Randy Hawkins (Suz); 2. Mark Kerling; 3. Ron Schmelzle; 4. Marty Walden; 5. Don Simone.

L/W 4/STRK: 1. Larry Roeseler (Kaw); 2. Jim Gray; 3. Vincent Davis; 4. John May; 5. Russell Cherry.

H/W 2/STRK: 1. Ty Davis (Kaw); 2. Rodney Smith (Suz); 3. Steve Hatch (Suz); 4. Donnie Book; 5. Todd Harris (Suz).

H/W 4/STRK: 1. Greg Zitterkopf (KTM); 2. Davide Trolli (Hon); 3. Scott Meyer; 4. Curt Wilcox; 5. Tommy Ady.

SR: 1. Kevin Davis; 2. Terry Maxwell; 3. Mark Ruple; 4. Tom Ebersole; 5. Zack Elkins.

AMA NATIONAL CHAMPIONSHIP RELIABILITY ENDURO SERIES POINT STANDINGS (After 1 of 5 rounds): 1. Ty Davis (30/1 win); 2. Rodney Smith (25); 3. Steve Hatch (21); 4. Randy Hawkins (18); 5. Greg Zitterkopf (16); 6. Davide Trolli (15); 7. Larry Roeseler (14); 8. Donnie Book (13); 9. Todd Harris (12); 10. Mark Kerling (11); 11. Scott McLaughlin (10); 12. Jim Gray (9); 13. Rob Mesecher (8); 14. Jeff Fredette (7); 15. Rodney Goehring (6); 16. Scott Stretch (5); 17. Ron Schmelzle (4); 18. Marty Walden (3); 19. Eric Ducray (2); 20. Craig Smith (1).

Upcoming Rounds:
Round 2 - McArthur, OH, May 28
Round 3 - Idaho City, ID, June 3-4

Briefly...

According to the AMA's **1995 ISDE Selection Procedures**, a total of 31 riders will represent the U.S. at the Polish Six Days. Because there are only five scheduled two-day qualifiers, riders will be selected on their scores from their four best days of competition. Twenty-one of those riders will make up seven club teams, including a club team of Senior (40+) riders and for the first time a club team made up of women. As usual, 10 members will be selected by the ISDE Board of Directors to represent the six person World Trophy and four person Junior Trophy teams.

Prior to the opening round of the series, the AMA had received over **100 Letters of Intent** by riders wanting to attempt to qualify for this year's ISDE. On that list include Suzuki's Guy Cooper, as well as his teammates Rodney Smith, Randy Hawkins and Steve Hatch. Both Hawkins and Hatch plan to contest the ISDE in the 125cc (two-stroke) class, while Cooper and Smith intend to compete in the Open (two-stroke) class. KTM's Greg Zitterkopf has expressed interest in riding the ISDE in the Heavyweight Four-Stroke class, while Kawasaki Team Green's Ty Davis and Larry Roeseler said they will at least ride four days of the Qualifier Series. However, both riders have said in the past that they will not compete in Poland.

Because of the near geographic location of the **MX des Nations** in the Czech Republic on September 10, the **ISDE** in Poland on September 18-23, and the **Trials des Nations** in Austria, on September 24, the AMA is tentatively planning a **Team USA Super Tour**. The tour is scheduled to leave New York on September 8 and arrive in Vienna on the ninth, then return to the U.S. on September 25. According to AMA Member Activity Director Hugh Fleming, "At this time lodging, car rental and hopefully event tickets should be included in the package for approximately $1700 to $1800 from JFK (New York). We should be firming up more details in the next few weeks."

Ty Davis has won the opening rounds in the AMA National Hare Scrambles, Enduro and now the Qualifier Series this year. "Of course we're a little disappointed that we haven't been able to get the monkey off our backs this year and win," said Team Suzuki's Randy Hawkins of Davis' success. "But Ty has added a whole new dimension to off-road racing. He's making us turn it up a little and adapt to his style. He's really added credibility to our sport."

Round 4: Brownsville

Plessinger floats above Brownsville mud

"When I'm on a motocross track that is 18-feet-wide I bounce from banner to banner, so when I get in the 4-foot-wide woods I'm just bouncing from tree to tree."

"I had such a big lead earlier that I decided to take it a little easy," said Plessinger of his late race slacking. "But you either go fast in this stuff or you don't go at all. I made some mistakes, and I knew that Andrews and Cooper would catch me if I didn't get going again."

So Plessinger refocused on getting to the finish line as quick as possible, settled back into a fast pace and reached the checkered flag just more than a minute ahead of Andrews. Cooper had lost touch with a lap to go and ended up checking in five minutes after Andrews.

(Left) Winner Scott Plessinger (1) grabs the holeshot ahead of Guy Cooper (in the process of crashing), Doug Blackwell (6) and Fred Andrews (2).
(Below) Fred Andrews rode well in the mud, finishing second overall.

By Davey Coombs
Photos by C.J. Russell

BROWNSVILLE, PA, APR. 30

Defending Grand National Cross Country Champion Scott Plessinger proved himself to be the best mudder in town when the GNCC tour stopped in Brownsville, Pennsylvania. Plessinger, piloting a KTM 250, bettered Team Yamaha's Fred Andrews, Suzuki-mounted Guy Cooper and nearly 300 other diehards to clinch his first overall win of the season in terrible conditions.

"I was having a lot of fun today," said Plessinger, a resident of Hamilton, Ohio. "I was slinging mud all over the place, every chance I got. I fell about five times, but I think that everyone in the race probably fell a bunch of times. I don't know what it is about the mud — I've just always rode well in it. I just kept a good pace and didn't let anyone get to me."

"I could hear Scott most of the day but I just couldn't quite get back up to him," said runner-up Andrews, who, like the winner, posted his best finish of the series to date at Brownsville. "I just kept plugging away, trying to stay up and keep the bike going until the finish."

Rounding out the top five overall were SCR Yamaha's Doug Blackwell and Terry Cunningham, who, by virtue of his Vet A class status, was also the high-placing non-Pro in Brownsville.

Series points leader Scott Summers suffered his first bad day of the season when he burned out the clutch on his Honda XR600. That opened the door for Suzuki's Cooper to take over as points leader, having turned in his second-straight top three overall finish.

A total of 286 riders entered the Eighth Annual Brownsville GNCC, but the number would have been several dozen higher if not for the fierce rainstorm that touched on western Pennsylvania that morning and sent many riders home before the race even started. A steady drizzle continued throughout the afternoon, turning Brownsville's Luzerne Park into one big slip-'n-slide. Several reroutes were employed by the Racer Productions staff during the course of the race. Lap times on the nine-and-one-half-mile-long trail that hovered around the 30-minute mark all day long. An example of just how horrid the conditions were could be found on the lap sheets of the 250/Open Novice riders. Of the 54 riders entered, only 23 - less than half the class - were able to complete more than one lap. And 14 competitors never made it to the scoring barrels once.

After the first row of Pro class riders left the wet, grassy starting chute, Cooper was charging across the motocross track in an early bid for the lead and was doused with mud and water a few times by the riders he was attempting to pass.

"When I look back at that, I maybe should have waited because I got roosted on pretty bad," said Cooper of the tough conditions. "By the time I got into the lead I was completely covered with mud and I obviously stayed like that for the rest of the day." Cooper held the lead at the end of the first lap with Honda of Troy's Tom Carson breathing down his muddy neck. Following in close order were Plessinger, Team SCR Yamaha's Duane Conner, Andrews, West Virginia's Blackwell, Summers and Gene Onail, who was making his first appearance of the series after breaking his foot practicing before the opener. However, by the end of the second lap Plessinger had the lead and was completely in control of the race. Within the next half-hour the highly regarded mud rider was more than a minute ahead of Cooper, Andrews, Conner and Summers.

"Actually, Scott and I had some good racing going on out in the trees but it probably didn't look like it because we were always apart when we came into the motocross track," said Cooper. "At one point I was leading on a downhill but I fell when I hit a root. I was turned around backwards and I saw Scott coming down the trail right at the same place. He saw me laying there and he was looking right at me when he hit the same root! He slid down into me and we were both just sitting there in the mud next to each other."

"It was definitely a tough track today," said Plessinger, 27. "It was slippery all over the place and I had a few falls, including one right in front of the barrels. But the rain gets me fired up and I don't get tired when I'm fired up."

Also firing Plessinger up might have been the spectacular pass he made on the first lap when he jumped past Summers on one of the park's road crossings.

"On an enduro trail that is four feet wide I have my share of problems," said the 33-year-old Cooper, who's initiation into the woods racing elite has not gone without some of his infamous crashes.

"I know that I need to get my drive for the championship going a little earlier than I did last year," said Plessinger, who DNFed the first round of the series and started out 20 points in the hole. "Scott (Summers) already has two wins and a second, so I've got my work cut out for me. I need another win to get back up with him and today obviously helps. The competition is getting a lot stiffer and every point counts."

"Last year it seemed like it was just Summers and Plessinger and I up front, and maybe Duane Conner every now and then," said Andrews of the rising

level of competition in woods racing this year. "Now it seems like everybody is riding well and at least six guys could win any race. The first year I rode ('93) wasn't that hard but last year got a little harder. Now it's really tough. I've been having bad luck this year but I feel like I'm still in there (for the title). They said at the rider's meeting that the track was going to be the same as the four-wheeler track, so on the first lap I made a turn when I should have gone straight, but Plessinger was following me, so it wasn't too bad of a mistake. We came back around to the track and I couldn't believe how far back we were. We just shook our heads at each other and got back into it." Andrews later had problems when he banged his head off a tree and lost his goggles.

"I couldn't beat Guy in motocross so I'm glad I beat him here," joked Andrews, himself a former pro motocrosser, as he tried to wash the mud from his eyes. Brownsville is considered one of the more "motocrosser friendly" tracks on the cross country circuit — Andrews and former GP star Rodney Smith won the last two rounds held here.

Still, third overall was good enough to assume the points lead from the departed Summers, who had to tow in his stalled motorcycle when the clutch completely fried in the slop. (Also failing to collect points was Team SCR Yamaha/Mirage's Tom Norton, who was tied for third in the standings with B'ville no-show Steve Hatch coming into the race. The radiator on Norton's Yamaha malfunctioned, leaving him with no fluids and no chance to finish.)

"I had a lot of fun today but the tight stuff got to be kind of a hassle after awhile," admitted Cooper, who now leads the GNCC points chase. "I have to give a lot of credit to Scott Plessinger because he was riding really well, and so was Fred Andrews. I wanted to hang with Fred at the end and have a good battle but I hit a tree shortly after he got around me, so we didn't have much of a battle at all!" As for Plessinger, Cooper was respectful of the KTM rider's wet weather effort. "Scott really impressed me today with the speed he showed me in the tight stuff. I just hope we get a hot, dusty race here pretty soon where I can show these guys what I can do.

"The whole idea is to have fun," recollected Cooper of the muddy day. "I give it 100 percent because that's all I got and if I get a third or a fifth, as long as I gave it 100 percent, that's all I can ask for — but I want to be in that winner's circle."

"I'm glad I finally saw the checkered flag," joked fourth overall Blackwell, who has had his fair share of misfortune in 1995. "I can't blame the switch from Kawasaki to Yamaha for my bad luck — it's been a lot of things. Today was a day for plugging away and just hoping that something would happen to everyone else."

Fifth-placed Cunningham, 36, was also the highest-placing non-Pro rider on the day. The four-time AMA National Enduro Champion has long been regarded as one of the nation's premiere mud masters, and on Sunday he confirmed that reputation. T.C. bettered Vet class rival Tim Shephard by about seven minutes on his way to the victory. Shephard's own outstanding effort was good for eighth overall, second-best in the Vet class but enough to have won any other division on the registration form. CN

(Left) After crashing in the first turn, Guy Cooper (left) rebounded to claim third. He now leads the series point standings.
(Above) Scott Summers struggled in the mud, eventually pulling out of the race with a fried clutch.
(Below) Four-time National Enduro Champion Terry Cunningham grabbed fourth overall on a Yamaha YZ125.

Brownsville GNCC
Brownsville, PA
Results: April 30, 1995

O/A: 1. Scott Plessinger (KTM); 2. Fred Andrews (Yam); 3. Guy Cooper (Suz); 4. Doug Blackwell (Yam); 5. Terry Cunningham (Yam); 6. Duane Conner (Yam); 7. Tom Carson (Hon); 8. Tim Shephard (Yam); 9. Brian Keegan (Yam); 10. Daryl Conner (Yam); 11. Jim Jarrett (Yam); 12. Todd Morain (Yam); 13. Jeff Lauth (Kaw); 14. Kris Mooney (Kaw); 15. Rob Bennett (Kaw); 16. Marty Kehlmeier (KTM); 17. Frank Keegan (Yam); 18. Shawn Brell (KTM); 19. Jeff Murgel (Yam); 20. Clint Bardonner (Yam).

PRO O/A: Scott Plessinger (KTM); 1. Fred Andrews (Yam); 2. Guy Cooper (Suz); 3. Doug Blackwell (Yam); 4. Duane Conner (Yam); 5. Tom Carson (Hon).

OPEN A: 1. Richard Bryan (KTM); 2. Scott Fontaine (KTM); 3. Brian Reider (Kaw); 4. Thomas Asher (ATK); 5. Greg Holden (KTM).

250 A: 1. Brian Keegan (Yam); 2. Daryl Conner (Yam); 3. Todd Morain (Yam); 4. Kris Mooney (Kaw); 5. Frank Keegan (Yam).

200 A: 1. Jim Jarrett (Yam); 2. Jeff Lauth (Kaw); 3. Joshua McLevy (Hon); 4. Kelvin Hull (Yam); 5. Curtis Bardonner (Yam).

4/STRK A: 1. Rodney Judson (Hon); 2. Ralph Be Thorn (Hon); 3. Mark Martin (Hon); 4. Don Bohn (KTM); 5. Barry Hawk, Jr. (Suz).

VET A: 1. Terry Cunningham (Yam); 2. Tim Shephard (Yam); 3. David Santi (Yam); 4. Donald Bigley (Yam); 5. Paul Curry (Yam).

SEN A: 1. Tom Webb (Suz); 2. Paul Michels (ATK); 3. Terry Mealer (Yam); 4. Tom Meyers (KTM); 5. Mickey Dorman (KTM).

S/SEN A: 1. Joe Lojak (Yam); 2. David Dehner (Yam); 3. Duane Baumgras (KTM); 4. Harry Greenlee (Yam); 5. Dave Coombs, Sr. (Yam).

OPEN B: 1. John Grimm (Yam); 2. Norman Stout Jr. (Kaw); 3. Jeff Corra (KTM); 4. William Kaufman (KTM); 5. Steve Linton (KTM).

250 B: 1. Mark Pahanish (Kaw); 2. John Shaffer (Yam); 3. Darius Lattea (Yam); 4. Jeremy Jarvis (Yam); 5. James Tretinik (Suz).

200 B: 1. Jason Rankin (Yam); 2. Joseph Hamor (Yam); 3. Patrick Cumpston (Kaw); 4. Jeremy Berwanger (Yam); 5. Matthew Bennett (Kaw).

4/STRK B: 1. Ricky Towery (Hon); 2. Steve Miller (Hon); 3. Ronald Campbell (Kaw); 4. Terry Meek (Suz); 5. Shane Munger (KTM).

VET B: 1. Adam Cadle (Yam); 2. Jay DeRoche (Yam); 3. Randy Fink (Yam); 4. Clark Munger (Suz); 5. Steve Cooke (Yam).

SEN B: 1. Michael Schwartz (Suz); 2. Richard May (Yam); 3. Frank Erbe (Yam); 4. Gary Wassel (KTM); 5. Robert Brendle (KTM).

200 C: 1. Chad Jarvis (Kaw); 2. Jason Smith (Suz); 3. Isaac Ackels (Kaw); 4. Damieb Ozoskey (Yam); 5. Rory Summers (Kaw).

250/500 C: 1. Rich McMillen (Hon); 2. Michael Douglas (Yam); 3. Mike Denison (Suz); 4. Darryl Kotecki (Hon); 5. John Blunen (Hon).

100cc: 1. Justin Conkle (Kaw); 2. Blake Kelley (Hon); 3. Bonnie Hamrick (Yam).

85 SEN: 1. Steven Graves (Yam); 2. Charlie Paskins (Yam); 3. Jonathan Galka (Kaw); 4. P.J. Sullivan (Suz); 5. Joshua Knapp (Kaw).

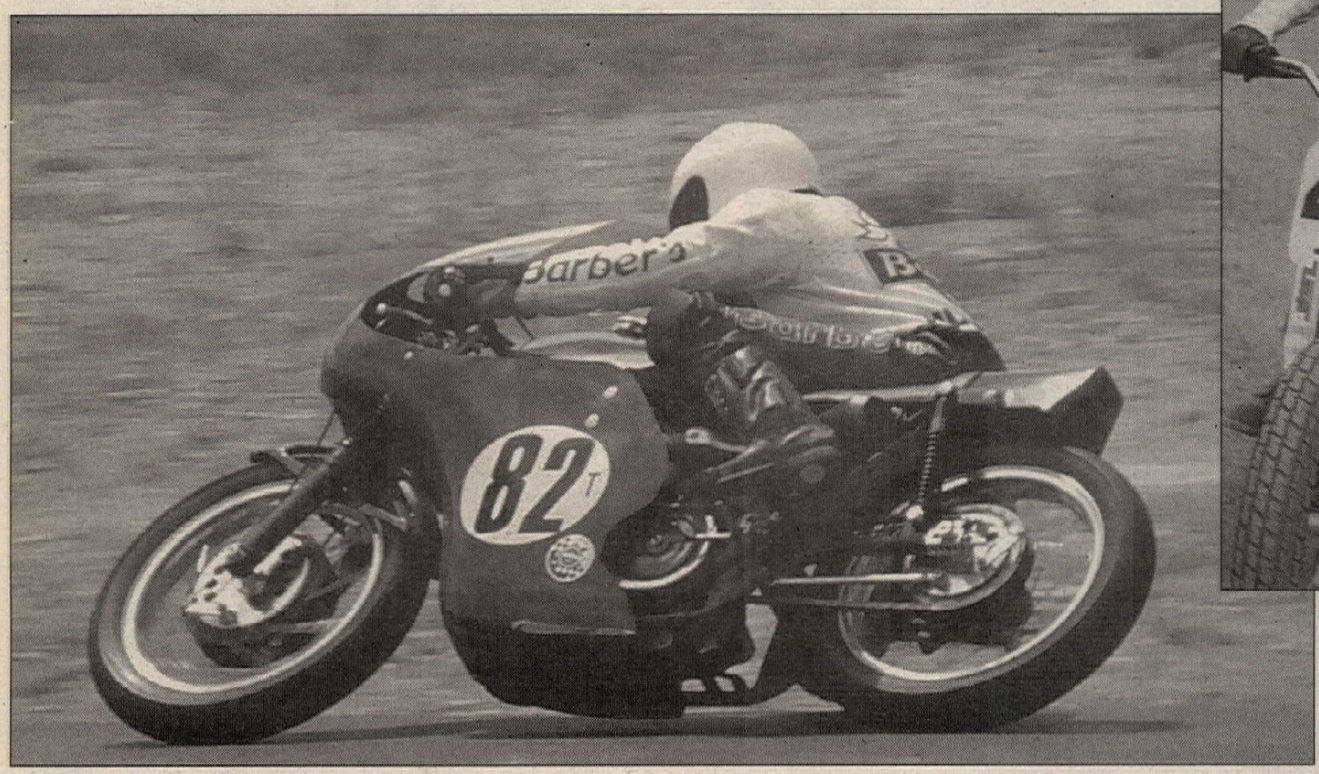
85 JR: 1. Seth Patton (Suz); 2. Brad McClellan (Suz); 3. Ryan Berkfield (Hon); 4. Joel Bennett (Kaw); 5. Crystal Williamson (Yam).

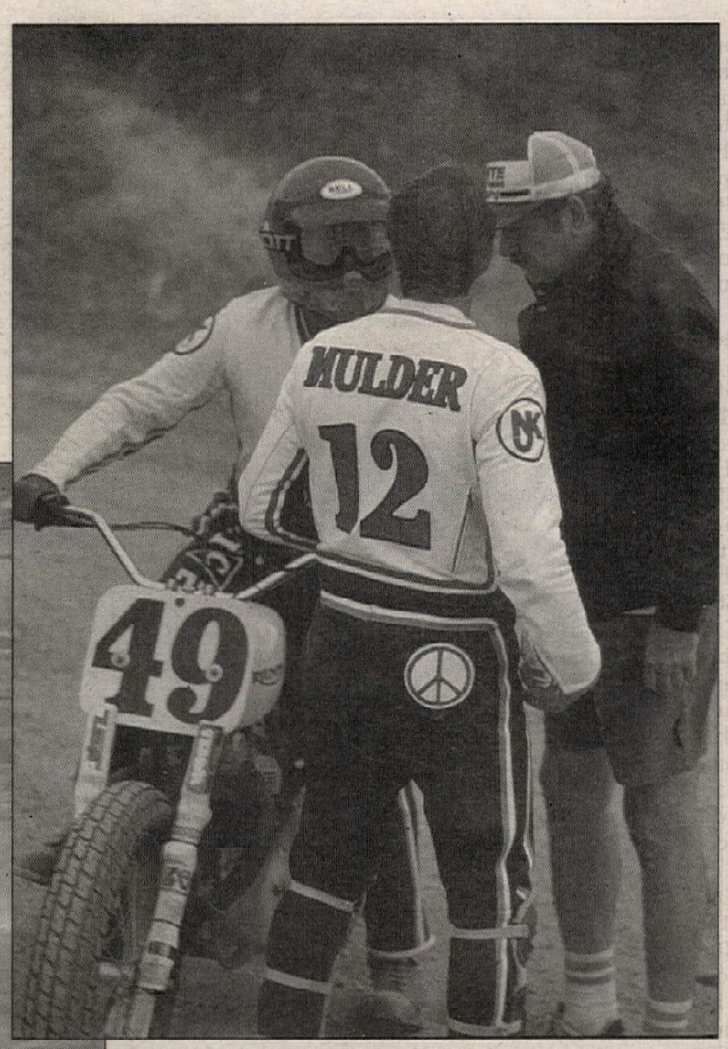
GNCC SERIES POINT STANDINGS: 1. Cooper (68); 2. Scott Summers (59); 3. Plessinger (56); 4. Andrews (53); 5. Tom Norton (47); 6. Steve Hatch (47); 7. Shephard (40); 8. Rodney Smith (33); 9. Cunningham (32); 10. Carson (29); 11. Randy Hawkins (29); 12. Duane Conner (28); 13. Brian Keegan (25); 14. Scott Phelps (20); 15. Ty Davis (20); 16. Jarrett (19); 17. Blackwell (17); 18. Frank Keegan (17); 19. Jeff Russell (16); 20. Brell (15).

VINTAGE
AHRMA National/CORSA Motoclassica

Willow Springs International Raceway

East meets West





(Left) Chuck Huneycutt raced to victory in the 500 Premier and 350 GP classes.
(Above) Eddie Mulder was unbeatable in Saturday's AHRMA dirt track National.

By Andy Saunders

ROSAMOND, CA, APR. 28-30

Usually the desert wind comes from west, but on Mayday weekend the real wind on the race track was from the East, as the Over Racing racing team dominated the weekend's classic competition, scorching to five victories and setting new lap records in the single-cylinder class at Willow Springs Raceway.

Billed as the Corsa Motoclassica, the first running of the Willow Springs festival of vintage motorcycling, the event featured an AHRMA National flat track event, a regional TT, a swap meet, vintage concours and two solid days of road racing, on the ultra-fast 2.5-mile Willow course.

The Over Racing team, with six bikes shipped over from Japan, took four victories, but man of the event was local rider Kevin Johnson, who took seven first-place trophies home, after a series of inspired rides in the 22-race road race event, including one finish where he won two first-place trophies in one race.

The first ever AHRMA (American Historic Racing Association) race weekend at Willow Springs Raceway, 80 miles north of Los Angeles, offered a little of everything to vintage motorcycle fans. "In a few years this event could be bigger than Del Mar," said AHRMA executive director Jeff Smith. While it may be expecting a bit much to attract thousands more people out to an old motorcycle gathering on the outskirts of the Mojave desert, no one could deny the variety. On Friday, vintage race beginners could sample the asphalt with a race school conducted by multiple AHRMA Champion Dave Roper: Friday night, veteran racer Eddie Mulder organized a regional-level TT on the grounds of the track. Saturday and Sunday were both road race days, with an AHRMA National flat track race (also organized by Mulder) happening Saturday night. The flat-track, held at Willow's 1/4-mile dirt oval, featured a Dinosaur race and 15 other vintage and modern classes. Man of the event was Mulder, as he showed he's lost none of the racing skill that gave him his first victory in the Big Bear enduro 35 years ago, at the age of 16. The wily racer and full-time stunt coordinator even made starting from the back an advantage. Penalized for jumping the start and made to start a few yards back, he blasted through the start line at full speed as the other riders were barely dropping their clutch hands.

The three-day weekend clashed with the AMA Superbike races taking place 200 miles north at Laguna Seca, resulting in a dearth of local race entries for this event, but there were still a number of Southern California racers on hand, who hoped that their local knowledge would win out. They should have paid Kevin Johnson to go to Laguna.

AHRMA's sole road race event on the West Coast this year drew entries from all over the country, with many teams driving 3000 miles for the event, but the most impressive single showing was by the Japanese Sound of Singles and Battle of the Twins racing team, Over Racing.

According to team owner Sato-san, there was a big enough gap in the singles and twins racing season in Japan to justify the team shipping all their racers over for the Willow Springs event. The bikes were impressive: Over is a supplier of aftermarket racing parts to the Japanese market, and their trademark is the highly polished oval aluminum tube frame at the heart of each bike.

The bikes included two very special TDM Yamaha twins, bored from 850cc up to 870cc, two XTZ Yamaha 660 singles (bikes descended from the SRX 600 single that has not been available in the U.S. for several years) and a lone Ducati 900cc twin, also in Over's trademark frame.

Unfortunately, the Japanese origin of the engines meant that all of Over's Yamaha-based singles and twins were ineligible for BEARS, but the team was later to show most of the BEARS racers a clean pair of heels.

The Willow Springs announcing team of Scott Fabbro and Kenny Kopecky were completely bowled over by the speed of the Singles racers, by the shine of the best vintage bikes, and by the friendliness of the competitors. There were no race faces evident, and even the hardest competitors had time for a laugh and a joke together off-track. Two racers were warned about excessive weaving, but they were both on the same team, racing against each other.

This year, the Team Obsolete vs. Barber Racing rivalry that so enlivened AHRMA racing last season is gone: In protest against official decisions that he feels cost his team the title last year, Team Obsolete boss Rob Iannucci isn't fielding any premier class bikes. Barber Racing have the top of the class to themselves, so they are providing the competition with ding-dong battles between team riders Stephen Mathews and Chuck Huneycutt. There are no team orders in this pit, although number one rider Mathews perhaps gets the slightly faster machinery.

On Saturday morning, the new asphalt at Willow Springs was sticky, dry and giving excellent traction. The only problem was the wind. The California Zephyr roared out of the west all day, winding up the nerves of the East Coast racers who'd never before experienced Willow's wind. Saturday's program was for 11 vintage and classic races, some combining more than one class: The event card would be duplicated on Sunday.

It was a three-cornered Barber Motorsports vs. Team Obsolete vs. West Coast British Racing race in the 350 GP event on Saturday, as Mike Green on the WCBR Ducati 350 single took the holeshot in front of Roper on an AJS 7R and Huneycutt on an Australian-built CB72 Honda. Roper closed on Green over the first two laps, and looked to be within an ace of passing the Ducati rider by the end of lap three, then Huneycutt upped the pace and slipped past the leaders in a five-bike melee in ultra-fast turn one, as the 350 GP riders came up on the first wave of 500 Sportsman class racers, who had started 30 seconds before. Once in the lead, Huneycutt was unassailable, and Roper held on to second place. In Sunday's race, Roper took the lead from the start, with Huneycutt pressing him. In the high-speed sweeper, turn eight, Huneycutt revealed the superior speed of his Honda, drafting past the AJS, but being repassed by Roper as he drafted in turn. Green's bike started to misfire, and he pulled into the pits to swap bikes, planning to use his 250 Ducati in the class. Unfortunately, AHRMA officials prevented him restarting. The battle for the win continued into the fifth lap, when again the leading pair started passing 500 Sportsman-class riders, and Huneycutt used the riders to block Roper, pulling ahead for a narrow, three bike lead into turn eight on the last lap, a lead he kept to the flag.

On Saturday, Ralph Auer took the 500 Sportsman lead from the start, and Timothy Stancill on a '72 Honda 350 held off the advances of Ken Lighthouse

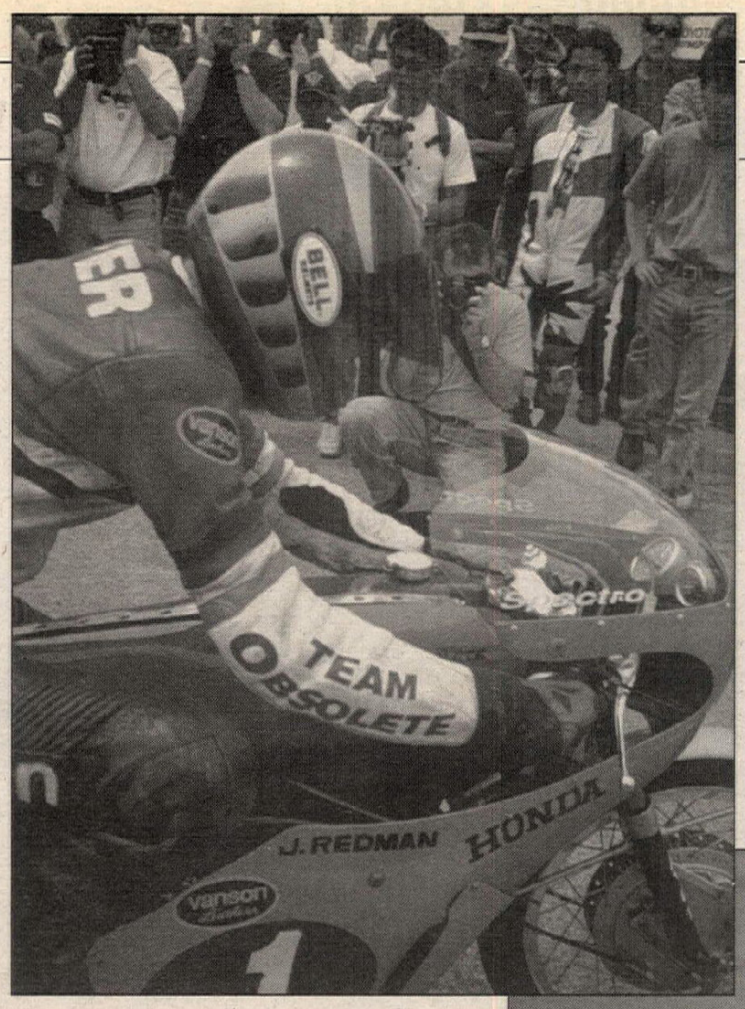
on a 71 BSA 500 to finish second and third, respectively. Sunday's race was a carbon copy, except for an exciting incident halfway through the race, when third-place rider Kat Kovacs took off into the dirt on the outside of turn four. Staying upright, she motocrossed her 450cc Honda back onto the track, only losing a few seconds and still managing to take third place at the flag.

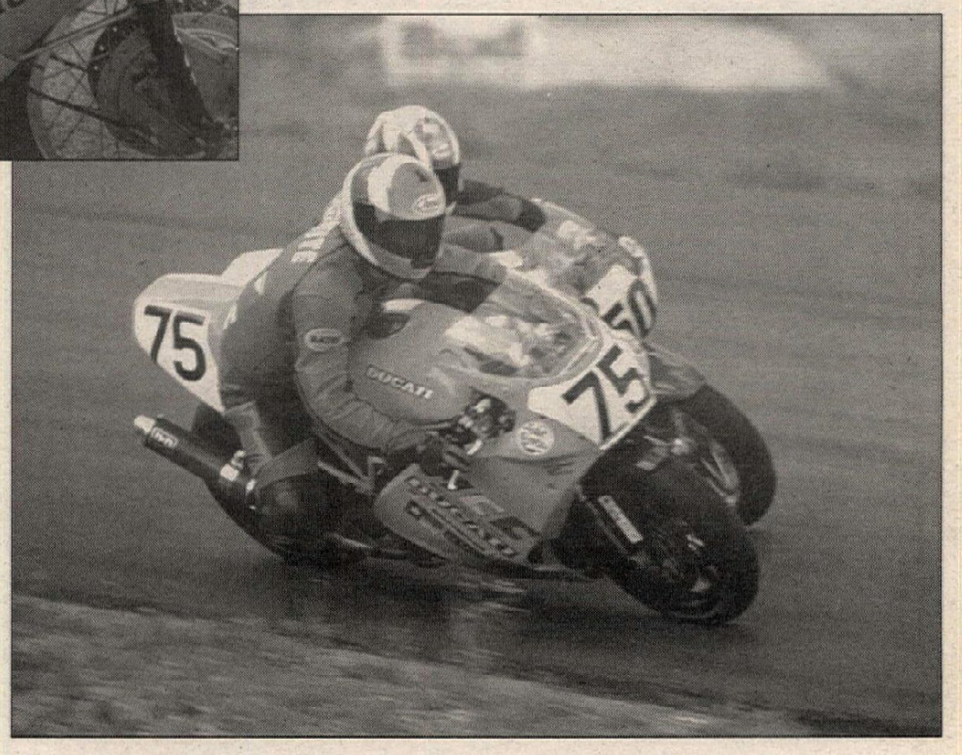
The Formula 750 race on Saturday gave fans the chance to see the first MV-4 win at Willows for at least 20 years, as Stephen Mathews took the ex-Agostini chain drive MV750 (specially constructed for Daytona in 1973, but never raced there) into a commanding lead in the F750 event. Seriously outgunned, Yamaha 750-mounted Anthony Morrison stayed behind Mathews for three laps then faded as Triumph-mounted Chris Stobaugh brought his Big-D Cycles 750 Triumph twin into second place, while John Holton took third on his '64 Norton Atlas 750. Mathews' luck was out next day, as the MV quit halfway through the race while in the lead, handing the trophy to Stobaugh. Morrison kept going for second, and Holton added another third place trophy to his collection.

In Saturday's classic 60s event, Santa Barbara rider Jeff Elings pulled a fast start on his Matchless G50 in front of Rusty Lowry's side-valve Harley-Davidson KR750 and Dave Roper's AJS 7R. The Harley was at a disadvantage on the twisty parts of the circuit, and Virgil Elings passed him, taking third spot on his 7R. Roper was playing a waiting game, and made a passing move out of Eling's draft on turn nine of the last lap, but he couldn't make the pass stick, and Elings took the win. On Sunday, ex-world speed record holder Don Vesco joined the fray on his Team Obsolete Manx Norton. Even with only one eye (he was permanently blinded in the other by a stone while spectating at a dirt track car race recently), Vesco is still fast - his biggest problem on the race track, he says, is lack of depth perception that causes him to run up the back of other racers who are slowing down too much for corners - and he proved it by taking second place from Roper. After the race, Vesco was disqualified for running a high pipe on his Norton, and the revised official order mirrored the previous day's results.

The top vintage event both days was the 500 Premier race. The Premier class may have lost the cut and thrust duel between Team Obsolete and the Barber Motorsports' team that enlivened the championship last year, but the Barber team seem set to provide their own competition. Last year, the team's number two rider Chuck Huneycutt was responsible for fixing lead rider Stephen Mathews' bikes, and got a ride when a spare bike was available, but he showed such promise in the Cinderella role that this year, he's entered on his own machines in the premier race, and he's giving Mathews a run for George Barber's money. Team Barber racers Mathews and Huneycutt are tied at the top of the points race in this series, and neither gives an inch. Huneycutt took the lead from the start in the premier on his Seeley-framed Matchless 500, but plainly didn't have the same power as his teammate Mathews did. Mathews hugged Huneycutt's back wheel as the Seeley rider tried every trick to prevent his teammate getting past, including weaving on the straight, and an on-off-on-off braking technique that earned him a verbal reprimand from race director Jack Turner after the race. Leaving his best shot for last, Mathews tried to slingshot past on the last turn, but Huneycutt blocked him to take the win. Feverish work in the Barber pits on Saturday night found new power in both bikes, and Mathews removed a fork brace that had caused a weave in ultra-fast turn eight. At the start, Mathews showed his AMA pro racing experience with a scintillating holeshot that set him 10 bike lengths ahead of his teammate by the first turn. Once out in front, he stayed there, brooking no challenge by Huneycutt. Making the first three places a Matchless sweep, Jeff Elings kept his G50 in third place.

The tightest racing of the day was in the Sound of Singles race. Run concurrently with the BEARS class, favorite from the start was the jewel-like Over OV-16 660cc single, ridden by Takatoshi Onishi. The singles class and BEARS class started together (some riders, like Kevin Johnson, riding in both classes at the same time) and the early leaders were the 900cc Ducati twins of William White and Geoff Mellinger. Soon though, the singles battled to the front, with the surprise front-runner being Kent Kunitsugu on his first ride of the Dubbs Honda 600cc single. Underpowered compared to the Over XTZ, Kunitsugu used local knowledge and a strong right wrist to keep Onishi at bay in a classic David and Goliath battle, in the process knocking a second off the Willow Springs lap record for Singles, until the Japanese rider started increasing the pace even more, passing Kunitsugu for one lap. The Japanese rider was trying for a result at his first ever visit to Willow, and was "starting to get pretty wild" according to Kunitsugu, before he totally lost control at the top of the hill at Willow's turn four, and bike and rider parted company with a loud screech of fiberglass and aluminum hitting the new willow asphalt. Narrowly avoiding Onishi as bike and rider separated, Kunitsugu's bike promptly blew up from the stress of being over-revved (no tach was fitted). Kevin Johnson picked up the win on his 600cc Woods-Rotax, after a race-long tussle with Bill Giltner on a 680cc Spondon-framed Husaberg single. By passing all the twins, Johnson also took the overall BEARS win for the day. Next day, the Over single was repaired, and with Kunitsugu out of contention, Onishi took no chances (although he confirmed his new track record, with a one minute, 29.70 second fast lap) and rode his way through the twins to take a singles win that almost seemed easy, until a lurid slide in turn one on the sixth lap that lost him all his lead over Ducati-mounted William White. A few spots of rain fell, but didn't mar the new, sticky surface of Willow, and Onishi stayed on this time to take the win. Second place in the singles F-1 went to fellow Over rider Toshikazu Maeda on Over's TM-3R 660 Yamaha single, vividly painted with a jellybean pattern. William White on his Ducati 900 stayed ahead of the third placed single, Kevin Johnson's Woods-Rotax 600, took the win in the BEARS race. CN





(Left) Dave Roper was the "bridesmaid" three times; here he heads out for the parade lap on a six-cylinder Jim Redman Honda. (Below) William White (75) won the BEARS class, while Kent Kunitsugu (50), here passing White, was leading the Sound of Singles division before blowing up his Dubbs Honda 600.

AHRMA National/CORSA Motoclassica Willow Springs Raceway Results: April 28-30, 1995

Saturday

BOT F-2: 1. Charles Burnett (Hon); 2. Kurt Mund (BMW); 3. Mick Ofield (Duc); 4. Norman Lastovica (Duc); 5. Homare Kataoka (Duc).

BOT F-1: 1. Takatoshi Onishi (OV-15A); 2. Craig Cook (Duc); 3. William White (Duc); 4. Geoff Mellinger (Duc); 5. Micah Stevenson (Duc).

BOT F-3: 1. Charles Burnett (Hon); 2. James Lickwar (Hon); 3. Mike Friberg (H-D); 4. Sam Wagenseller (Hon).

SOS 2/STRK: 1. Tony Murphy (Rtx).

500 PREMIER: 1. Chuck Huneycutt (Mat); 2. Stephen Mathews (Mat); 3. Jeffrey Elings (Nor); 4. Michael Green (Duc); 5. Larry Poons.

350 GP: 1. Chuck Huneycutt (Hon); 2. David Roper (ATJ); 3. Michael Green (Duc); 4. Charles Sexton (Bul); 5. Chris Gordon (Hon).

250 GP: 1. Charles Sexton (Bul); 2. Michael Green (Duc); 3. Craig Morrison (Bul); 4. Harold Parks (Duc); 5. Mark Henry (Bul).

200 GP: 1. Craig Morrison (Bul); 2. Charles Sexton (Bul); 3. Scott Waters (Duc); 4. Ken Lighthouse (BSA); 5. Paul Shoen (Tri).

CLSC 60: 1. Jeffrey Elings (Mat); 2. David Roper (AJS); 3. Virgil Elings (AJS); 4. Rusty Lowry (H-D); 5. Gordon Menzie (Tri).

C: 1. Gordon Menzie (Tri); 2. Joe Schmidt (Tri); 3. Fred Mork (Nor).

F-750: 1. Stephen Mathews (MV); 2. Chris Stobaugh (Tri); 3. John Holton (Nor); 4. Dave Russell (BSA); 5. Paul Shoen (Ric).

F-500: 1. Rick Newman (Yam); 2. Yoshi Kasaka (Yam); 3. Jeffrey Elings (Yam); 4. Rick Frew (Yam); 5. Norbert Nickel (Yam).

F-250: 1. Mick Frew (Yam); 2. Norbert Nickel (Yam); 3. Tupper Robinson (Bul); 4. Yoshi Kosaka (Yam); 5. Rick Doughty (Yam).

750 SPTSMN: 1. Kevin Johnson (Nor); 2. Chris Stobaugh (Tri); 3. James Comstock (Nor); 4. Glenn Campbell (BMW); 5. Joe Hammond (Yam).

500 SPTSMN: 1. Ralph Auer (BMW); 2. Timothy Stancill (Hon); 3. Ken Lighthouse (BSA); 4. Paul Shoen (BSA); 5. Kat Kovacs (Hon).

350 SPTSMN: 1. Timothy Stancill (Hon); 2. Sherman Lee (M-M); 3. Gary Swan (Hon); 4. Iwao Yamahzaki (Duc); 5. Mike Kirby (Hon).

F-VINT: 1. Kevin Johnson (Nor); 2. James Comstock (Nor); 3. Glenn Campbell (BMW); 4. Anthony Morrison (Yam); 5. John Holton (Nor); 6. Rick Newman (Yam).

BEARS: 1. Kevin Johnson (W-R); 2. William White (Duc); 3. Geoff Mellinger (Duc).

BOTT OPEN: 1. Takatoshi Onishi (OV); 2. William White (Duc); 3. Geoff Mellinger (Duc); 4. Kensei Sato (OV); 5. Homare Kataoka (Duc).

SOS F-1: 1. Kevin Johnson (W-R); 2. Bill Giltner (Spo); 3. Jason Weir (Rtx); 4. Toshikazu Maeda (TM); 5. Micah Stevenson (W-R).

SOS F-2: 1. Mark Jarel (Hon); 2. Eric Sherrer (Hon); 3. Glenn Tanner (Yam); 4. Paul Peczon (Hon); 5. Scott Fabbro (Hon).

Sunday

BEARS: 1. William White (Duc); 2. Kevin Johnson (W-R); 3. Kurt Mund (BMW); 4. Mick Ofield (Duc); 5. Lloyd Johnson (Duc).

750 SPTSMN: 1. Kevin Johnson (Nor); 2. Chris Stobaugh (Tri); 3. Paul Lima (Nor); 4. Glenn Campbell (BMW); 5. Joe Hammond (Yam).

500 SPTSMN: 1. Ralph Auer (BMW); 2. Timothy Stancill (Hon); 3. Kat Kovacs (Hon); 4. David Fiorelli (Nor); 5. Steve Stone (BSA).

F-VIN: 1. Kevin Johnson (Nor); 2. Anthony Morrison (Yam); 3. James Comstock (Nor); 4. Glenn Campbell (BMW); 5. John Holton (Nor).

F-750: 1. Chris Stobaugh (Tri); 2. Anthony Morrison (Yam); 4. John Holton (Nor); Dave Russell (BSA); 5. Gary Slabaugh (Nor).

350 SPTSMN: 1. Timoth Stancill (Hon); 2. Sherman Lee (M-M); 3. Gary Swan (Hon).

BOT OPEN: 1. Takatoshi Onishi (OV); 2. William White (Duc); 3. Kensei Sato (OV); 4. Homare Kataoka (Duc).

500 PREMIER: 1. Stephen Mathews (Mat); 2. Chuck Huneycutt (Mat); 3. Jeffrey Elings (Nor); 4. Larry Poons; 5. Pat Conroy (H-D).

F-500: 1. Rick Newman (Yam); 2. Yoshi Kosaka (Yam); 3. Mick Frew (Yam); 4. Tupper Robinson (Bul).

F-250: 1. Yoshi Kosaka (Yam); 2. Mick Frew (Yam); 3. Tupper Robinson (Bus); 4. Norbert Nickel (Yam).

CLSC 60: 1. Jeffrey Elings (Mat); 2. David Rober (AJS); 3. Virgil Elings (AJS); 4. Gordon Menzie (Tri); 5. Fred Mork (Mat).

250 GP: 1. Michael Green (Duc); 2. Craig Morrison (Bul); 3. Charles Sexton (Bul); 4. Norbert Nickel (Yam); 5. Larry Poons (Duc).

200 GP: 1. Craig Morrison (Bul); 2. Scott Waters (Duc); 3. Michael Gontesky (Duc); 4. Fred Tranduc (Bri); 5. Mike Kirby (Bul).

C: 1. Joe Schmidt (Tri); 2. Fred Mork (Nor); 3. Phil Parton (Tri).

SOS F-1: 1. Takatoshi Onishi (OVJ); 2. Toshikazu Maeda (TM); 3. Kevin Johnson (W-R); 4. Jason Weir (Rtx); 5. Micah Stevenson (W-R).

BOT F-1: 1. Takatoshi Onishi (OV); 2. William White (Duc); 3. Craig Cook (Duc); 4. Jim Lester (Duc); 5. Micah Stevenson (Duc).

SOS F-2: 1. Mark Jarel (Hon); 2. Eric Sherrer (Hon); 3. Paul Peczon (Hon); 4. Scott Fabbro (Hon); 5. Norman Lastovica (Yam).

BOT F-2: 1. Charles Burnett (Hon); 2. Kurt Mund (BMW); 3. Jim Lester (Duc); 4. Jerry Jirkovsky (Kaw); 5. Micah Stevenson (Duc).

BOT F-3: 1. Charles Burnett (Hon); 2. Jerry Jirkovsky (Kaw); 3. James Lickwar (Hon); 4. Mike Friberg (H-D); 5. Sam Wagenseller (Hon).

SOS 2/STRK: 1. Tony Murphy (Rtx).

BOT 2/STRK: 1. Rick Newman (Yam).

TIME TO GET PUSHY

By Alex Hodgkinson

MAGGIORA, ITALY, APR. 30

Joy and despair was in abundance in the Kawasaki and Yamaha pits by the end of the day at the fourth round of the World Championship 250cc MX Series, held at Maggiora in northern Italy.

Kawasaki Japan race boss Pete Tsutsumi saw Stefan Everts cast away his championship lead on the first lap of racing, but by the end of the day, Everts' JHK teammate Tallon Vohland had leapt to the head of the standings with a stunning second-moto win.

Bob Moore had led a 1-2-3 for the Chesterfield Yamaha team in the opening moto, but even the overall win on the day for Andrea Bartolini could not retain the broad grin on team boss Michele Rinaldi's face after race two - his hotshot, Yves Demaria, the new leader in the standings at the interval, had already been taken to the hospital with his right tibia and fibula leg bones broken just above the right ankle.

Vohland and Moore joined Bartolini on the rostrum at the end of the day, while a sticking throttle eliminated the third American, Bader Manneh, on the first lap of both motos after the Pepsi Honda rider had been fastest qualifier.

The Crossodromo Mottacio del Balmone was in its most fearsome condition all weekend after heavy rainfall each evening brought out the bumps. Though the action took place in pleasant sunshine, the track was brutally rough because of the rains.

The weather accentuated the single-groove nature of the dramatic, undulating freeway, and passing was going to be a risky affair.

Vohland, the only man to advance more than three places in the opener as he came back to seventh from a fall which had left him 15th, admitted bluntly, "I had to push most of the guys I passed, but what else can you do here?"

Teammate Everts was already on his way back to the pits as Vohland lost fifth with his third-lap get-off. The pre-race championship leader was already on the ground at the tabletop after the first turn.

"Everts collided with Giesbers," explained the close-following Mark Eastwood. "I piled into Everts and another 10 riders landed on me."

Everts was able to continue, but went down again on lap two and finally exited a lap later with a damaged radiator after landing on top of Van Wessel's stranded Suzuki.

Up front, meanwhile, Moore had grabbed the holeshot ahead of Bartolini. Vohland's early mistake meant that only the Suzukis of Bervoets and Dewit stood in the way of a Yamaha sweep, as Demaria was next in front of Nicoll.

"I wasn't gaining, but I wasn't losing ground to the leaders either once I got past Dewit," declared Nicoll after the race. "Only Demaria was faster."

But even the Frenchman needed most of the race to pull back the early lost seconds on the leading trio. Early on the final lap, Demaria finally leapt past Bervoets as they launched off the hillside, but that was the first and only change on the leaderboard for 30 minutes, and ironically, probably saved Moore's win.

"I was losing water in the final laps and I don't know how much longer it would have lasted," explained the American on his way to the victory rostrum.

"Probably not another lap," admitted team boss Rinaldi later. "It was running so lean at the end that it couldn't even make the revs for the noise test."

But, now harassed by Demaria, Bartolini had to concentrate on defending second and could not risk a challenge for the win.

The second race was more dramatic.

Again a Yamaha holeshot, but Vohland wasted no time in pushing Bartolini to one side and that was how they finished. Moore had been initially third, but he was struggling to hold the pace from the very start.

"I'm still recovering from that December injury," said Moore. "The ankle doesn't affect my riding and I proved in race one that I now have the pace of the leaders again, but my training program has been badly affected and I just got tired."

The 125cc world Champion had slumped to eighth at the checkered flag, but the race was 25 minutes old before he relinquished third. By then, the leading duo were long gone.

All eyes were on Demaria. The Frenchman had not gated well and was eighth on lap one. By half-distance, he was on Moore's rear wheel, but proved to be overanxious to make a pass.

(Left) Tallon Vohland took over the World Championship 250cc MX Series point lead after winning the second moto in convincing fashion.
(Below) 125cc World Champion Bobby Moore won the first moto, making it an American sweep in Italy.

Demaria crashed and was back down to eighth again.

Everts, now fading badly after hurting his wrist in the opener, soon relinquished seventh to Demaria. Moore's backward slide also gave Demaria a place.

There were five minutes and two laps to go, and Nicoll and Tragter, possibly even the fleeing Dewit, having a storming ride on the sort of track which has never seen him show his best, might have still been caught by Demaria.

"I realized he was gone when no one flew past my ear on the big tabletop which only he was jumping," admitted Nicoll.

Demaria's title dreams had gone in a big get-off at the back of the track. Everts was struggling to even stay in the top ten, and suddenly Vohland was not only winning the race, he was also leading the title.

"I didn't win an overall yet, but I now have a moto win and I've made top two in one moto at every GP so far," said Vohland. "I'll go for the win when I can, and ride for the best points I can get when it's not. I don't plan on giving up the lead without a fight."

(Right) Andrea Bartolini scored the overall win, but all was not well in the Chesterfield Yamaha pits, as Yves DeMaria (below) broke his leg and will be out for the rest of the season.

The French Kawasaki kid had also led the opener until the carburetor, apparently dislodged in a minor spill a few laps earlier, fell off just before the conclusion of the 40 minutes.

American contender Jimmy Button was twice third to move to fifth in the standings.

Another American, Rick Ryan, flew down from America to register 16-12 moto finishes.

Americans Chris Neal and Travis Hodges, both based in Argentina, were the best "locals," but the only genuine Argentinian to score was Federico Villagra, nearly two laps down on winner Tortelli and only 15th in moto two following the exclusion of Team Italia number one Mauro Dal'Lago for alleged course-cutting.

The FIM's hopes that the opportunity to race against the European elite might raise the standard of riding in far-flung lands seems to be some way off fruition yet!

Argentine GP
Cosquin, Argentina
Results: April 30, 1995

MOTO 1: 1. Alessio Chiodi (Yam); 2. Mikael Maschio (Hon); 3. Jimmy Button (Hon); 4. Mauro Dal'Lago (Hon); 5. Frederic Vialle (Kaw); 6. Michele Fanton (Kaw); 7. Collin Dugmore (Suz); 8. Dave Strijbos (Suz); 9. Massimo Bartolini (TM); 10. Alessandro Puzar (Hon); 11. Erik Camerlengo (Yam); 12. Paul Malin (Yam); 13. Claudio Federici (Yam); 14. Thomas Traversini (Hon); 15. Cristian Ravaglia (Hon).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Alessandro Puzar (Hon); 3. Jimmy Button (Hon); 4. Alessio Chiodi (Yam); 5. Erik Camerlengo (Yam); 6. Dave Strijbos (Suz); 7. Frederik Vialle (Kaw); 8. Mickael Maschio (Hon); 9. Michele Fanton (Kaw); 10. Claudio Federici (Yam); 11. Cristian Ravaglia (Hon); 12. Rick Ryan (Hon); 13. Thomas Traversini (Hon); 14. Travis Hodges (Yam); 15. Federci Villagra (Kaw).

O/A: 1. Alessio Chiodi (Yam); 2. Jimmy Button (Hon); 3. Mikael Maschio (Hon); 4. Alessandro Puzar (Hon); 5. Sebastien Tortelli (Kaw); 6. Frederic Vialle (Kaw); 7. Dave Strijbos (Suz); 8. Michele Fanton (Kaw); 9. Erik Camerlengo (Yam); 10. Mauro Dal'Lago (Hon).

WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 3 of 12 rounds): 1. Alessio Chiodi (92/1 win); 2. Alessandro Puzar (81); 3. Mikael Maschio (71/1); 4. Dave Strijbos (60); 5. Jimmy Button (58); 6. Claudio Federici (53/1); 7. Mauro Dal'Lago (48); 8. Erik Camerlengo (44); 9. Sebastien Tortelli (43); 10. Collin Dugmore (39); 11. Massimo Bartolini (35); 12. Michele Fanton (35); 13. Frederic Vialle (31); 14. Paul Malin (22); 15. Cristian Ravaglia (17); 16. Luigi Seguy (9); 17. Stephane Roncada (9); 18. Philippe Dupasquier (7); 19. (TIE) Walter Bartolini/Jorgen Fink (4).

Upcoming rounds
Round 4 - Szczecin, Poland, May 14
Round 5 - Norg, Holland, May 21

Italian GP
Maggiora, Italy
Results: April 30, 1995 (Round 4 of 15)

MOTO 1: 1. Bob Moore (Yam); 2. Andrea Bartolini (Yam); 3. Yves Demaria (Yam); 4. Marnicq Bervoets (Suz); 5. Kurt Nicoll (Hon); 6. Werner Dewit (Suz); 7. Tallon Vohland (Kaw); 8. Joakim Karlsson (Hon); 9. Jaimy Scevenels (Hon); 10. Pedro Tragter (Suz); 11. Frederic Bolley (Yam); 12. Leon Giesbers (Suz); 13. Paul Cooper (Hon); 14. Danny Theybers (Hon); 15. Remy Van Rees (Kaw).

MOTO 2: 1. Talon Vohland (Kaw); 2. Andrea Bartolini (Yam); 3. Werner Dewit (Suz); 4. Pedro Tragter (Suz); 5. Kurt Nicoll (Hon); 6. Marnicq Bervoets (Suz); 7. Peter Beirer (Hon); 8. Bobby Moore (Yam); 9. Danny Theybers (Hon); 10. Stefan Everts (Kaw); 11. Joakin Karlsson (Hon); 12. Peter Iven (Kaw); 13. Miska Aaltonen (Hon); 14. Frederic Bolley (Yam); 15. Leon Giesbers (Suz).

O/A: 1. Andrea Bartolini (Yam); 2. Tallon Vohland (Kaw); 3. Bob Moore (Yam); 4. Werner Dewit (Suz); 5. Marnicq Bervoets (Suz); 6. Kurt Nicoll (Hon); 7. Pedro Tragter (Suz); 8. Yves Demaria (Yam); 9. Joakim Karlsson (Hon); 10. Peter Beirer (Hon).

WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 4 of 15 rounds): 1. Tallon Vohland (102); 2. Yves Demaria (98/1 win); 3. Stefan Everts (93/1); 4. Marnicq Bervoets (90/1); 5. Bob Moore (80); 6. Kurt Nicoll (77); 7. Werner Dewit (76); 8. Andrea Bartolini (69/1); 9. Pedro Tragter (68); 10. Peter Beirer (49); 11. Peter Iven (39); 12. Joakim Karlsson (36); 13. Leon Giesbers (31); 14. Remy Van Rees (24); 15. Miska Aaltonen (24); 16. Jaimy Scevenels (23); 17. Danny Theybers (16); 18. Frederic Bolley (16); 19. Bader Manneh (14); 20. Josep Alonso (7).

Upcoming rounds
Round 5 - Schwanenstadt, Austria, May 7
Round 6 - Ruskeasanta, Finland, May 21

World Championship 125cc Motocross Series
Round 3: Argentine GP

CHIODI ALL ACES IN ARGENTINA

COSQUIN, ARGENTINA, APR. 30

Alessio "Chicco" Chiodi confirmed his preseason ranking as the man to beat in the World Championship 125cc MX Series when he increased his lead at the head of the table with his first overall win of the year at Cosquin in Argentina.

The Rinaldi Yamaha teamster did not have everything his own way in South America, however, as his chief rival Alessandro Puzar got up off the ground last to fight back to 10th in the opener, and only a late slip in race two cost him the win after he had led most of the way.

The Maddii Honda rider was eventually second to 16-year-old Sebastien Tortelli, who enjoyed his first moto success at this level in only his fourth GP.

Briefly...

Yves Demaria was flown back to France on Monday morning after the Italian GP for an operation to reset his broken right leg. But already on Sunday evening, mentor Jacky Vimond had confirmed that the Yamaha teamster's season was over. On hearing of Demaria's injury, **Kurt Nicoll** knew how the Frenchman must be feeling. "Yves was the fastest at every race this year and was clearly the favorite for the title, but something like this can happen to any of us at any time," said Nicoll. "It only takes one bad landing. I should know. I was in the same position in 1991. I was so much faster than everyone else that I was already counting the bonuses. You are never champion until your points total can't be beaten."

The cooling fluid loss from the Yamaha ridden by **Bob Moore** was still a mystery to the Rinaldi mechanics as they left Maggiora on Sunday evening. "We took the whole bike apart," explained team boss **Michele Rinaldi**. "The head gasket was okay, there was no sign of a leak on the hoses and we couldn't see anything on the radiator. It must have been a minute hole in the radiator. In the end we just changed everything for race two."

Nine years ago, the U.S. trio of **David Bailey**, **Rick Johnson** and **Johnny O'Mara** whitewashed the opposition to win the Motocross des Nations at Maggiora. This weekend, **Bob Moore** and **Tallon Vohland** took the moto wins, while **Bader Manneh** had topped qualification. At least **Andrea Bartolini** saved face for the Europeans with overall victory; the Italian is also the only Euro to have ever beaten the Americans in the numerous Masters races at the track, taking a clean sweep of the three motos at the 1989 event.

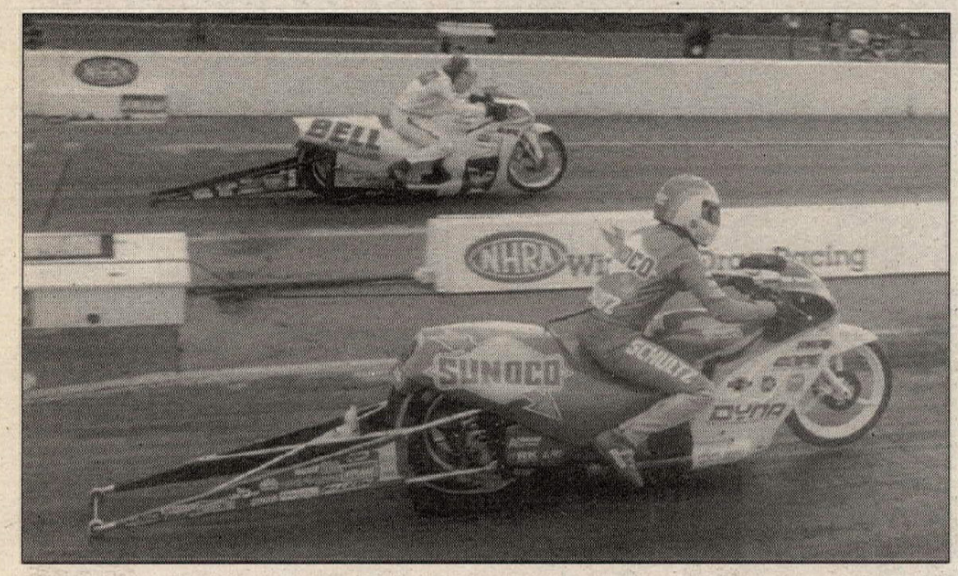
Fastest qualifier **Bader Manneh** won a gold watch from sponsors **Veglia**. The organizers also announced that a 2.2-pound ingot of silver would be the first prize for the fastest lap in Sunday warmup practice. **Kurt Nicoll** topped Manneh on the very last lap of the session, but then they changed their minds about the destiny of the silver (worth just under $200) and presented it also, to fastest qualifier Manneh. Nicoll was not amused.

Twelve months ago, Kawasaki Japan race department boss **Pete Tsutsumi** flew in to Europe just in time for the French 250 GP to see championship leader **Stefan Everts** crash out on the opening lap after touching the rear wheel of the Pepsi Honda ridden by **Tallon Vohland**. This year his personal scrutiny of Kawasaki's 250 MX GP effort came in Italy, and again Everts lost the championship lead with a first-lap collision, this time with Suzuki's **Leon Giesbers**. At least Pete, due to attend the Hockenheim world Superbike opener this weekend, went off with some joyful tidings this time as Kawasaki still topped the motocross standings at the end of the day courtesy of Tallon Vohland. Does that make Giesbers a hot tip to join the Greens next year?

Although no date has yet been fixed for his return, **Marcus Hansson** is relieved to find that his problems are caused by a dislocation of the neck muscles.

Joakim Karlsson sliced the top off the ring finger on his left hand on practice day and had to have it stitched back on before qualifying 19th. He had injections to numb the pain on race day and scored 13 points.

The organizers were not impressed when **Pedro Tragter**, who had posted fastest qualifying time halfway through the session, went to try a practice start. This is only allowed at GPs in a five-minute session on Sunday morning. The Dutchman was black-flagged and could only sit and watch as he slipped to third behind **Bader Manneh** and **Bobby Moore**.



Dave Schultz (far lane) scored his first victory of the year, over Michael Phillips in the final of the NHRA Winston Drag Racing Series in Commerce, Georgia.

NHRA Winston Drag Racing Series: Round 3

Schultz rebounds at Fram Nationals

By Todd Veney

COMMERCE, GA, APR. 21-23

After as many losses in the first two races of 1995 - two - as he suffered all last year, five-time Pro Stock World Champion Dave Schultz went the distance at the Fram Nationals for an overdue first victory of the year during NHRA's expanded, 12-race season.

Schultz's 7.60/174.72 to 7.70/169.30 final-round dismantling of Michael Phillips represents his sixth straight win at Atlanta Dragway, more than any drag racer in any class has ever won any event, but Schultz couldn't have cared less. He was just relieved to have won anywhere after what was, for him, an interminable losing streak.

"Six months is way too long to go without winning a race," said Schultz, whose most recent victory had come in 1994's penultimate event, the Sears Craftsman Nationals in Topeka, Kansas, on October 2. "I almost forgot what this feels like."

Phillips and the owner of his Bell Additives Suzuki, former rider Harry Lartigue, didn't need to be told before the final that Schultz had them covered by five-hundredths of a second. Phillips knew that to win this one he'd need a holeshot like the one that had carried him in Houston. He got it, with a .044 to .061 edge, and maintained the lead until half track. "I knew that I'd gotten out on him, and I didn't see him until we got about halfway down," Phillips said, "But when we hit fifth gear, he shot out from under me like a rocket. I knew it was all over."

At least the Winston points race isn't over. Phillips remains within striking distance of Schultz, but he's still behind, and Schultz is just getting a winning combination together now.

"We would have looked a lot better at this race if we hadn't lost those qualifying passes and if we'd had a few more runs on this engine," said Schultz. "This engine had never been in the bike until we got to the track, and it had only three dyno pulls on it before the race, so it should be running better as the season goes on.

"When you make mistakes like the ones I made at the first two races of this season [he was late in the Houston final and redlighted at Gainesville], it sticks with you. It reminds you just how hard it is to win these races. Hopefully, I won't have to go six months before I win again." CN

Results

Dave Schultz (Suz) 7.60/174.74 def. Michael Phillips (Suz) 7.70/169.30.

NHRA WINSTON PRO STOCK STANDINGS (after 3 of 12 events): 1. Dave Schultz (332); 2. Michael Phillips (286); 3. John Myers (264); 4. Steve Johnson (170); 5. John Smith (164); 6. Rick Ward (161); 7. Gary Tonglet (139); 8. Paul Gast (136); 9. Ron Ayers (135); 10. Russ Olmstead (123).

AMA Mid-South Winter Hare Scramble Series: Final Round

Cunningham conquers Mannington mud

By Paul Michels

MANNINGTON, KY, APR. 23

Yamaha Sports Cycle Racing-backed Terry Cunningham put his National Enduro winning experience to work as he won the final round of the Mid-South Winter Hare Scramble Series and clinched the championship on a rutted, slick and muddy course in Western Kentucky.

In a word "mud" would best sum up the conditions of the day. The rain started at 10 a.m. and didn't let up all day. The promoters opted to shorten the course from the original seven-and-one-half miles to five-and-one-half miles in order to avoid a couple of water crossings. Also, to make things worse, this course was mostly made up of virgin trails that would deteriorate quickly under these slimy conditions.

Cunningham came through first on his Yamaha at the end of the first of four soggy laps followed by early series points leader, John Maschino on his KTM and Honda's Scott Summers in third. Robert Patterson, the reigning series champ, was fourth. AA rookie, Mike Cornett came through in fifth.

After checking out the course on the first lap, Summers turned it up a couple notches early into the second lap in a charge that moved him to the front of the pack. Cunningham continued in second as Maschino had trouble negotiating a mudhole and Patterson moved past for third. Cornett moved into fourth while Maschino recovered and continued in fifth.

Summers continued in first through the third lap but not without his own problems. He was working harder at keeping his bike out of the swallowing ruts that were forming in abundance than actually riding. Things were so bad that most B riders only completed one lap. Cunningham continued his consistent riding, coming through a couple of minutes behind Summers. Cornett moved his KTM into third and Maschino inherited fourth when Patterson got buried in the mud bogs.

About 10 minutes before the two hour cut-off time, Summers came through the scoring barrels and was asked if he just wanted to call it a race and end it. Summers said he didn't care but that it wouldn't be fair to the other riders not being there to also make the decision. So the race continued and Summers headed out for the fourth and final lap. It ended up being Summers worst of the day (literally) as he stuck his bike in a mudhole that took at least four guys to extract it. Summers said he wasn't too worried because he had a fair lead, but it wasn't enough as Cunningham pulled into the barrels in front of him when they cleared the woods.

Cunningham also secured the series title for the year by defeating Patterson, who dominated this series for the past three years. Cunningham praised the quality of the series and said he would be looking forward to next season. Patterson on the other hand had a pretty frustrating day as well as the whole season. Cornett finished third and Maschino and Patterson rounded out the top five overall. CN

Results

AA PRO: 1. Terry Cunningham (Yam); 2. Scott Summers (Hon); 3. Mike Cornett (KTM); 4. John Maschino (KTM); 5. Robert Patterson (Suz).

SR: 1. David Scottow (KTM); 2. Larry Still (Hon); 3. Tommy Todd (Hon); 4. Sidney Robinson (Kaw); 5. Ronnie Hackett (Suz).

S/SR: 1. Guy Anderson (Kaw); 2. John Giles (Yam); 3. Mike Garrett (Hon).

VET A: 1. Tony Hendon (Suz); 2. Scott Martin (Kaw); 3. Kenny Satterfield (Hon); 4. Mack Stafford (Kaw); 5. Clyde Schmidt (KTM).

OPEN A: 1. Wade Perry (Hon); 2. Billy Hall (Yam); 3. John Bingham (Kaw); 4. Phillip Barker (Hon); 5. Harvey Whitaker (Hon).

250 A: 1. Mike Norris (Kaw); 2. Josh Cone (Yam); 3. Darryl Kuenzer (Yam); 4. Todd Wilson (Yam); 5. Gary Horton (Kaw).

200 A CLASS: 1. Taras Massey (Kaw); 2. William Short (Hon); 3. Darin Phillips (Yam); 4. John Lenard (Kaw); 5. Jim Parsons (Kaw).

WMN: 1. Sara Broughton (Hon); 2. Suzy Fann (Yam).

4-STRK: 1. Gregg Prince (Hon); 2. Cody Maxwell (Kaw); 3. Dale Stallings (Kaw); 4. David Frakelton (Hon); 5. Billy Joe Profitt (Hon).

L/W TRL: 1. Scott Horton (Kaw); 2. Ricky Ford (Kaw); 3. Randy Hicks (Kaw); 4. David Chapman (Kaw); 5. Rusty Rogers (Suz).

H/W TRL: 1. Derek Egnor (Kaw); 2. Charles Riddle (Hon); 3. Charles Lankford (Hus); 4. Scott Nelson (Hon); 5. Tracy Dean (Hon).

VET B: 1. Ricky Miller (Yam); 2. Kip Haynie (Yam); 3. Carl Keith (Hon); 4. John Broughton (Hon); 5. David Ridgeway (Suz).

OPEN B: 1. Chris Beard (Hon); 2. Robert Lich (Kaw); 3. Barry Riggsbee (KTM); 4. Gary Frost (Hon); 5. Tony Cook (Suz).

250 B: 1. Tim Crain (Yam); 2. Lance Smith (Yam); 3. Heath Robinson (Kaw); 4. Timmy Pool (Kaw); 5. Gordon Turner (Hon).

125 B: 1. Alan Staples (Yam); 2. Glen Wilson (Yam); 3. Jeff Titzer (Suz); 4. Thomas Bumpus (Suz); 5. Jerry Combs (Suz).

200 B: 1. Jamie Wynn (Kaw); 2. Thomas Campbell (Kaw); 3. Ronald Skipper (Kaw); 4. Clint Robinson (Kaw); 5. David Lamberth (Kaw).

Tressor tough at San Jose ST

By Bill Spencer

SAN JOSE, CA, APR. 23

Andy Tressor and Matt Wait battled side by side for the first six laps before Tressor was able to ride off and win the Pro-Am main at San Jose Speedway.

The Joe Carrera/Motion Pro/Circle Bell/Arai/Miller Trucking-backed Tressor won by some five bike lengths at the end of the 15-lap affair. Meanwhile, Lonnie Pauley moved from a poor start to third with some bold drives off the bottom of the slippery corners on the Harold Murrell-prepped track.

Paul Iwanaga held on for fourth over the young sensation, 16-year-old Johnny Murphree, who finished fifth while Billy Marlin earned the last paid spot over Matt Wait, Donny Hart Michelle DiSalvo and Cecil Short Jr.

Michael Rinaldi captured top honors in the Pee Wee Stock C class while Derrick Ponton picked up the trophy for the Pee Wee Stock B class. Toby Jorgensen was the winner in the 80cc A class on his Red Line Oil/RaceTech/Barnett/Supertrapp/Arai-backed Honda.

Tony Souza topped the 250cc A class over Ron Reine and Levi German while Billy Totick beat out both the C and B racers. Ralph Lee brought out an ancient Triumph and beat out the old Yamahas and Bultacos in the Vintage exhibition class.

Martin rode off with the 600cc A win and all the black plate points in the class, which featured 21 riders. Nate Wait had a good run, coming from behind for second over Donny Hart and Shaun Russell.

Results

PRO-AM: 1. Andy Tressor (Rtx); 2. Matt Wait (Rtx); 3. Lonnie Pauley (Rtx); 4. Paul Iwanaga (Hon); 5. Johnny Murphree (W-R).

P/W STK C: 1. Michael Rinaldi (Yam); 2. Steve Bonset (Yam); 3. Brandon Oneida (Yam).

P/W STK B: 1. Derrick Povolni (Yam); 2. Ryan Kuntz (Yam); 3. Corey Eaton (Yam).

80 A: 1. Toby Jorgenson (Hon); 2. Tony Mering (Hon); 3. Brandon George (Hon).

80 B/C: 1. Brandon Inderbitzen (Hon); 2. Sean Light (Kaw).

P/W MOD A: 1. Brad Hiler (Yam); 2. Ryan Kuntz (Yam).

XR100: 1. Toby Jorgensen (Hon); 2. Tony Mering (Hon); 3. Scott Marquis (Hon).

60 C: 1. Corey Eaton (Kaw); 2. Derrick Ponton (Kaw).

250 A: 1. Tony Souza (Hon); 2. Ron Reiner (Hon); 3. Levi Germain (Hon).

250 C: 1. Billy Tetrick (Hon); 2. Beau Brown (Kaw); 3. Paul Jones (Kaw).

VINT: 1. Ralph Lee (Tri); 2. Marty Welsier (Yam); 3. Joe Hoogerhyde (Bul).

750/883 EXHIB: 1. Andy Tressor (Duc); 2. Eddie Dixon (H-D); 3. Gordon Rudy (H-D). VET A: 1. Robert McDonnell (H-D); 2. Robert Bacosa (Rtx); 3. Robert Grant (Hon).

VET B: 1. Larry Andros (Rtx); 2. Ricky Cremona (Yam); 3. Tom Pierce (Rtx).

VET C: 1. Bab Casey (Rtx); 2. Kevin Deupser (Yam); 3. Mark Dodson (Yam).

600 A: 1. Billy Martin (Rtx); 2. Nate Wait (Rtx); 3. Don Hart (Rtx); 4. Shaun Russell (Rtx); 5. Gary Rogers (Rtx).

600 B: 1. Eiske Tomita (Hon); 2. Chris Maquis (Hon); 3. Larry Anders (Rtx).

600 C: 1. Jon Fountain (Yam); 2. Bob Casey (Rtx); 3. Kevin Deuser (Yam).

Vanderwaall overall at Whiplash 100 Hare & Hound

By Tony Tellier

SONOYTA, MEXICO, APR. 23

Transplanted Massachusetts veteran motocrosser Hans Vanderwaall made good on his decision to run in the Pro class "for some competition" and won Whiplash's 100-mile desert race in Sonoyta, Mexico, near the Arizona border.

Vanderwaall pushed CR500 into the lead early in the first 30-mile lap, passing Vet class winner Bobby Russell while staying well ahead of a dust-blinded, KX250-mounted Brian Storrie, the eventual third-place finisher.

Vanderwaall admitted that he did run off the course a couple times, but he never looked back. The only difficulty he encountered was dust from the backmarkers after two of the three scheduled circuits around Granite Mountain.

"I stayed to the right when I caught 'em. They're used to being caught," Vanderwaall said. "But I got a few more gray hairs though."

The race marked the 35-year-old Vanderwaall's first overall win.

"I've led before, but technical stuff always seemed to come up," Vanderwaall said. "I really went through the bike this time - every nut and bolt. This was a long time coming."

Results

O/A: 1. Hans Vanderwaall (Hon); 2. Bobby Russell (Hon); 3. Brian Storrie (Kaw); 4. Bryan Bruning (Yam); 5. Bob Jablonsky (Kaw).

PRO: 1. Hans Vanderwaall (Hon); 2. Brian Storrie (Kaw); 3. Bryan Bruning (Yam).

EX: 1. Bob Jablonsky (Kaw); 2. Carlos Caya (Hon); 3. David Schutte (KTM); 4. Jason Maffey (Hon); 5. David Perez (Kaw).

INT: 1. Mike Tongen; 2. Steve Cabbert (KTM); 3. Daniel Hayes; 4. Greg Geonetta (Hon); 5. Jim Nordbrook (Hon).

NOV: 1. Dean Adams; 2. Randy Wells (Kaw); 3. Webb Hawn; 4. Jeff Wells (Kaw); 5. Kevin Greener.

SPTSMN: 1. Travis Zukowski; 2. Kevin Hamilton; 3. Dino Bonaventura; 4. Joe Paden; 5. Daniel Cox.

BEG: 1. Steve Jones; 2. Ron Kroll; 3. Jack Marek Jr; 4. Tommy Thomason; 5. Kevin McGuire.

SR EX: 1. Tom Schmid (Hon).

SR: 1. Tom Young; 2. Bruce Muster; 3. Tony Messinger; 4. Bob Cunningham; 5. Joe Kohlbrecher (KTM).

SS/R: 1. Don Bull (Hon); 2. Emory Brocher; 3. Joe Prosser (KTM); 4. Jay Keltz; 5. Jim Best.

Whitcraft whips competition at Sunday Creek Motocross

By Rupert F. Pellett

MILLFIELD, OH, APR. 15-16

Chris Whitcraft was untouchable in both heats of the 65cc (7-9) division at Sunday Creek's Loretta Lynn's area qualifier.

Former National off-road superhero Jeff Russell had his Southern Ohio mega-track looking like a National-caliber course as day one of the two-day qualifier began.

In the first 65cc moto, Whitcraft took a com-

manding holeshot followed by local hotshoe Chris Robertson in second and Tyler Grubb in third. By the completion of the first lap Whitcraft held a nice lead over Robertson who in turn had a huge gap between him and third-placed Grubb. Both of these talented riders were the only ones in the class to master the tricky set of finish-line doubles as they cruised to the checkered flag with Whitcraft maintaining a safe space between him and second-placed Robertson. D.R. Atwood put on a terrific display by coming from an early fall leaving him dead-last to an eventual third-place finish.

The second moto saw Robertson nail a perfect start only to have the crafty Whitcraft sail around the outside of the first turn to steal first place. Whitcraft once again ran off with the win with Robertson in second and Atwood repeating his first-moto effort by screaming his Kawasaki through traffic to take the third spot.

Results

51 STK (4-6): 1. Zach Ames (KTM); 2. Billy Sprankle (KTM); 3. Tanner Reed (KTM); 4. Chris Thompson (KTM); 5. Tommy Pellett (KTM).

51 STK (7-8): 1. D.R. Atwood (KTM); 2. Jerad Burgess (LEM); 3. Josh Gaitten (LEM); 4. Kyle Preston (Cob); 5. Tony Hall (KTM).

65 (7-9): 1. Chris Whitcraft (Kaw); 2. Chris Robertson (Kaw); 3. D.R. Atwood (Kaw); 4. Zach Walton (Kaw); 5. Tyler Grubb (Kaw).

65 (10-11): 1. David Whitcraft (Kaw); 2. Willy Browning (Kaw); 3. Derek Sturgell (Kaw); 4. Dustin Cottrill (Kaw); 5. Chris Kovach (Kaw).

125 A: 1. Scott Watkins (Hon); 2. Steve Cross (Suz); 3. Mike Welsh (Yam).

SCHBY: 1. Chris Berry (Yam); 2. Scott Mcmillin (Kaw); 3. Mark Burlhart (Hon); 4. Robert Welch (Yam); 5. Mark Spillman (Suz).

WMN: 1. Melody Campbell (Hon); 2. Kim Leach (Hon); 3. Tiffany Reed (Kaw); 4. Stephanie Ames (Yam); 5. Stormie Parrish (Kaw).

125 C STK: 1. Bub Thomas (Suz); 2. Dave Horn (Suz); 3. Jeremi Turner (Suz); 4. Dean Gabbard (Kaw); 5. Marcus Biggs (Yam).

125 B STK: 1. Scott Mcmillin (Kaw); 2. Chris Berry (Yam); 3. Chadd Woodrum (Suz); 4. Mike Clendenin (Kaw); 5. Mark Burkhart (Hon).

250 A STK: 1. Mike Morgan (Yam); 2. Scott Watkins (Hon); 3. Jeremy Wittekind (Suz); 4. Mike Welsh (Yam); 5. Matt Powers (Yam).

250 B STK: 1. Joey Belmont (Hon); 2. Billy Demastry (Yam); 3. Chadd Woodrum (Kaw); 4. Mike Clendenin (Kaw); 5. Aaron Ridgeway (Kaw).

25+: 1. Mike Morgan (Yam); 2. Matt Powers (Yam); 3. Eric Woodrow (Kaw); 4. Jeff Burton (Yam).

30+: 1. James Burton (Kaw); 2. Blake Wilson (Kaw); 3. Jeff Bartlett (Yam).

80 (7-11): 1. David Whitcraft (Suz); 2. Chris Whitcraft (Suz); 3. Willy Browning (Yam); 4. Derek Sturgell (Kaw); 5. Dustin Cottrill (Suz).

80 (12-13): 1. Brian Gerth (Suz); 2. Justin Weber (Kaw); 3. Thomas Kelley (Kaw) ; 4. Michael Massey (Kaw); 5. Eric Eskins (Suz).

80 (14-15): 1. C.J. Leach (Yam); 2. Jacob Matthews (Kaw); 3. Derrick Hubbard (Hon); 4. Chris Chamberlain (Hon); 5. Jonathan Nichols (Hon).

Sunday

85 MOD (9-13): 1. Shaun Kuchler (Kaw); 2. Justin Weber (Kaw); 3. David Whitcraft (Suz); 4. Scott Kuchler (Kaw); 5. Chris Whitcraft (Yam).

85 MOD (14-15): 1. C.J. Leach (Yam); 2. Denny Slanina (Kaw); 3. Jonathan Nichols (Hon).

125 MOD (12-15): 1. Chris Berry (Yam); 2. Mark Burkhart (Hon); 3. Danny Slanina (Hon); 4. Robert Welch (Yam); 5. Adam Smith (Hon).

125 A MOD: 1. Steve Cross (Suz); 2. Mike Welsh (Yam); 3. Jesse Thumser (KTM). 125 B MOD: 1. Scott Mcmillin (Kaw); 2. Mike Clendenin (Kaw); 3. Chadd Woodrum (Suz); 4. Jeremy Berwanger (Yam); 5. Travis Smith (Hon).

125 C MOD: 1. Adam Smith (Hon); 2. P.J. Hunter (Suz); 3. Chuck Simons (Yam); 4. Jeremi Turner (Suz); 5. Shawn Cutright (Hon).

250/OPEN A MOD: 1. Mike Welsh (Yam); 2. Jeremy Wittekind (Suz); 3. Jay Gref (Hon); 4. Brian Litten (Yam); 5. Mike Hogan (Hon).

250 B MOD: 1. Mike Clendenin (Kaw); 2. Joey Belmont (Hon); 3. Billy Demastry (Yam); 4. Jeremy Berwanger (Yam); 5. Dallas Avery (Hon).

250 C MOD: 1. Jim Wills (Suz); 2. Chad Ingalls (Hon); 3. George Twaddle (Hon); 4. Jeff Christian (Hon); 5. Steve Scott (Yam).

OPEN B: 1. Barry Ogan (Kaw); 2. Bob Elles (Hon); 3. Scott Thompson (Hon); 4. Fred Ellis (Kaw); 5. Joe Collins (KTM).

40+: 1. Denny Swartz (Yam); 2. Gerry Bennett (Hon); 3. Larry Evener (Yam); 4. Henry Gref (Hon); 5. Joe Collins (KTM).

50+: 1. Larry Evener (Yam); 2. Henry Gref (Hon); 3. Charles Hawk (Yam); 4. John Bush (Suz); 5. Neal Ellis (Kaw).

25+: 1. Mike Hogan (Hon); 2. Jay Gref (Hon); 3. Russ Blake (Hon).

30+ A: 1. Gerry Bennett (Hon).

30+ B: 1. Scott Gainer (Kaw); 2. Blake Wilson (Kaw); 3. Henry Gref (Hon); 4. Clair Story (Kaw); 5. Brad Beery (Yam).

Leivan lands Overall at Eleven Hills

By Michael Liechti

POTOSI, MO, APR. 12

Steve Leivan took the overall win in the third round of the Missouri Hare Scramble Series at Eleven Hills riding area.

Event organizers presented the riders with an interesting 5.7-mile course to test themselves on that included some of the existing motocross track.

At the start, Tom Summers and his Yamaha got out first followed by the pack of Experts.

On the last lap, Chris Thiele and Leivan swapped the lead a number of times until both riders had an encounter with a tree. The Surdyke Yamaha of Marionville/Pro Action Suspension/Motorcycle Stuff/Dunlop/Sprocket Specialist/RK Chain/Answer/Mike's Machine/Camelbak/Scott/Acerbis/Endura-backed Leivan was able to remount first and finish the lap to capture the overall. Thiele was close behind on his Kawasaki to take second overall,

Bill Millburn (59) pressures Tom Laird in Open Twin action at the Ada half mile in Oklahoma.

first Expert. Yamaha-mounted Chad Busenbark took third overall and second Expert while claiming to be out of shape. Dwight Maggard on a Yamaha got fourth overall, third Expert, with Ken Yount on a Yamaha finishing fifth overall, fourth Expert. Allen Haynes took fifth Expert.

Results

O/A: 1. Steve Leivan (Yam); 2. Chris Thiele (Kaw); 3. Chad Busenbark (Yam); 4. Dwight Maggard (Yam); 5. Ken Yount (Yam).

AA/EX: 1. Chris Thiele (Kaw); 2. Chad Busenbark (Yam); 3. Dwight Maggard (Yam); 4. Ken Yount (Yam); 5. Allen Haynes (Yam).

A/INT: 1. Kelly Getz (Kaw); 2. Mark Kendall (Yam); 3. Bob Lowery (Yam); 4. Ricky Horton (Yam); 5. Duane Miinch (Suz).

OPEN: 1. Tanner Englund (Hon); 2. Ross Logan (Hon); 3. Art Simmoneau (Hon); 4. David Dillingham (KTM); 5. John Newberry (KTM).

250 B: 1. Kevin Harman (Yam); 2. Les Busenbark (Yam); 3. Luke Morganroth (Yam); 4. Jay Williams (Yam); 5. Joe Kost (Yam).

250 C: 1. Chris Goodall (Yam); 2. Roger Gladback (Yam); 3. John Banes (Kaw); 4. Randy Wagahoff (Kaw); 5. Jerry Fifer (Kaw).

200: 1. Gary Mittelberg (Kaw); 2. Steve Crews (Kaw); 3. Kevin Betts (Kaw); 4. Dave Bishop (Kaw); 5. Mike Ealer (Kaw).

125: 1. Brock Busenbark (Yam); 2. Joby Winmiller; 3. Mike Liechti (Suz); 4. Adam Yount; 5. Troy Camerer.

4-STRK: 1. Kevin Boyle (Hbg); 2. Mike Windmann (Hus); 3. Justin Conyers; 4. Chris Sloan (Hbg); 5. Gary Pilant (Hon).

SR: 1. Charles Thiele (Yam); 2. Everett Shinault (Hon); 3. Roger Lerette (Yam); 4. Rick Whelove (Hus); 5. Jim Jones (Kaw).

S/SR: 1. Charlie Burk (Kaw); 2. Gabby Hayes (Hus); 3. Jim Letellier (KTM); 4. Carl Donnelson (ATK); 5. Harold Newell (Hon).

JR: 1. Dustin Wisecup (Yam); 2. Nathan Gladback (Kaw); 3. Jesse Faulstich (Kaw); 4. Michael Guffy (Yam); 5. Keith Sloan (Yam).

VINT: 1. Steve McWhorter (Hus); 2. Ken Hulsey (Yam); 3. Matt Knibb (Hon); 4. Mike Smith.

TRL RDR: 1. Dale Rector; 2. Wayne Hatfield; 3. Greg Johnson; 4. Mark Isaacson; 5. Mike Mansker.

Bone breaks-in Road Atlanta Motocross

By Barbara Williams
Photo by Loren Williams

BRASELTON, GA, APR. 15

Honda-mounted Dwayne Bone led the charge at Road Atlanta MX's brand new track, taking a win in the 125cc A class with 2-1 moto finishes.

Bone, Adam Humphrey and Matt Shue blasted off the line together in the first round of 125cc A class. The knotted trio put on a terrific show, with many lead swaps. Shue was leading the way and appeared to be pulling away when he suddenly slowed and allowed both Humphrey and Bone to pass.

"The airbox came loose on my bike," explained Matt. "So I had to back off because there wasn't the power I needed, and I didn't want to suck in any more dust than necessary."

At the line, Humphrey crossed first for the moto win.

In the second moto, Bone was determined to get out front and stay there.

"I didn't want to eat any more dust," he said flatly.

And he didn't for the rest of the day as he easily took the win in the second moto to capture the overall. Shue had gotten his airbox locked down and ran a strong second for runner-up overall followed by Humphrey, Christopher Bailey and Robert Mullins.

Bone used a pair of holeshots to dominate the 250cc A class as well.

Results

50 (4-6): 1. Joshua Moritz (KTM); 2. Zane Clardy (Yam); 3. Daniel Luttrell (Yam); 4. Daniel Lyautey (Yam); 5. Anthony LaMastro (KTM).

50 (7-8): 1. Michael Graham (LEM); 2. Joshua Moritz (KTM); 3. Buck Hartzog (Yam); 4. Jesse Luttrell (Cob); 5. Brent Carden (Cob).

60 JR CYCLE: 1. Michael Sizemore (Kaw); 2. Wesley Segars (Kaw); 3. Christopher McCorkel (Kaw); 4. J. Dash Lyle (Kaw); 5. D.C. Thomason (Kaw).

WMN: 1. April Thomason (Suz); 2. Melissa Pittman (Yam); 3. Sonja Hamilton (Kaw); 4. Elizabeth Chambley (Hon); 5. Denise Bray (Yam).

80 D: 1. Josh Gary (Kaw); 2. Lee Nesmith (Hon); 3. Chad Winkler (Yam); 4. Robby Bone (Yam); 5. April Thomason (Kaw).

JR MINI: 1. Wesley Segars (Kaw); 2. Dash Lyle (Kaw); 3. Daniel Miller (Kaw); 4. Roger Childs (Kaw); 5. Matthew Hill (Yam).

SR MINI: 1. Shea Bentley (Kaw); 2. Buckley Schuler (Hon); 3. Gordon Waggoner (Kaw); 4. Robin Wallace (Kaw); 5. Steven Lowman (Yam).

SCHBY: 1. Mick Bailey (Suz); 2. Josh Knowles (Suz); 3. Buckley Schuler (Hon); 4. Zenith Nauley (Suz); 5. Shae Bentley (Kaw).

125 A: 1. Dwayne Bone (Hon); 2. Matt Shue (Yam); 3. Adam Humphrey (Suz); 4. Christopher Bailey (Hon); 5. Robert Mullins (Yam).

125 B: 1. Clark Stiles (KTM); 2. Jeff Giese (Suz); 3. Frank Boston (Kaw); 4. Robby Bargstedt (Kaw); 5. Jason Ivester (Kaw).

125 C: 1. Josh Morgan (Kaw); 2. Eric Parham (Hon); 3. Matt Abbott (Kaw); 4. Josh Knowles (Suz); 5. Luke Montgomery (Suz).

125 D: 1. Zenith Deuley (Suz); 2. David Gwinn (Hon); 3. Matthew Lee (Suz); 4. Michael Crawford (Yam); 5. Chuck Strillie (Hon).

250 A: 1. Dwayne Bone (Hon); 2. Christopher Bailey (Hon); 3. Ross Johnston (Hon); 4. Josh Darnell (Suz); 5. Chris Seward (Suz).

250 B: 1. Clark Stiles (KTM); 2. Tim Bruce (Suz); 3. Davy Duprel (Kaw); 4. Mike Hamilton (Kaw); 5. Mark Taylor (Kaw).

250 C: 1. Shane McElwaney (Yam); 2. Mark Butler (Hon); 3. Al McEver (Hon); 4. Bryan Grant (Kaw); 5. David Schnitger (Kaw).

250 D: 1. Lee Jones (Suz); 2. Eric Nelson (Hon); 3. Joey Cantrell (Hon); 4. Dale Davenport (Suz); 5. Jim LaBarbera (Kaw).

25+ A: 1. Darryl Heisler (Hon); 2. Glenn Bates (Hon); 3. John Trissel (Hon); 4. Marty Williams (Kaw); 5. Jon Krieger (Kaw).

25+ B: 1. Davy Duprel (Kaw); 2. Roger Moore (Hon); 3. Kevin Brule (Hon); 4. Joseph Rogers Jr. (Yam); 5. Timmy Edwards (Hus).

25+ C: 1. Larry Mitchell (Suz); 2. Tim Hisfeld (Hon); 3. Robert Nearn (Kaw); 4. Wayne Devan (Kaw); 5. Warner Wilburn (Hon).

30+ A: 1. Johnny Borders (Kaw); 2. Darryl Heisler (Hon); 3. Glenn Bates (Hon); 4. Kevin Matthews (Hon); 5. Benny Durrough (KTM).

30+ B: 1. Roger Moore (Hon); 2. Randy Barfield (Kaw); 3. Joseph Rogers (Yam); 4. Rusty Roberts (Yam); 5. Thor Loper (KTM).

30+ C: 1. Jeff Collins (Kaw); 2. David Jackson (Yam); 3. Robert Nearn (Kaw); 4. Adam Smith (Yam); 5. Paul Bellanca (Hon).

35+: 1. Gary Graham (Hon); 2. John Trissel (Hon); 3. Kevin Brule (Hon); 4. Randy Barfield (Kaw); 5. Kevin Mathews (Hon).

40+: 1. Johnny Borders (Kaw); 2. Kenny Lee Hall (Hon); 3. Gary Crowe (Hon); 4. Warner Wilbourn (Hon); 5. Randy Tomlinson (Hon).

U/L AM: Jeff Giese (Suz); 2. Tim Bruce (Suz); 3. Shane McElwaney (Yam); 4. Mark Butler (Hon); 5. Al McOver (Hon).

Hicks, Hannah scorch Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, APR. 14

Week two of the regular speedway season at Costa Mesa saw Gary Hicks keep his win streak alive after winning the Handicap Main during opening night, Hicks came back and took the Scratch main.

After four heats, Hicks squared off against Jim Estes, Bobby Schwartz and Gary Ackroyd and John Aden. As they lined up for the main, Hicks who drew the pole followed by Estes in gate two, Schwartz in three, and Aden and Ackroyd in four and five.

Hicks read the gate perfectly and got a drop on the field that gave him over a bike-length's lead. He never looked back, and everyone else could do nothing more than freight-train around the track behind him. Estes and Ackroyd battled for third, but Estes was never seriously challenged and collected the show spot behind Hicks and Schwartz.

Mark Hannah from the 30 yard line to lead the Handicap main from start to finish. Hicks, looking for a double win, came from the 40 yard line and was in serious contention from lap one or until the fickle finger of fate stepped in.

Hicks took one last desperate shot at Hannah as the two riders slid into turn one on the last lap. This time the two riders made contact and Hicks was knocked off the groove, allowing Shawn McComell, who had been working his way through traffic from the 50, to grab second place at the line. Hicks was third, Charlie Venegas fourth and Oxley fifth.

Results

SCRATCH: 1. Gary Hicks (Wes); 2. Bobby Schwartz (Wes); 3. Jim Estes (Jaw); 4. Gary Ackroyd (Wes); 5. John Aden (Jaw).

HDCP: 1. Mark Hannah (Wes); 2. Shawn McConnell (Gdn); 3. Gary Hicks (Wes); 4. Charlie Venegas (Jaw); 5. Brad Oxley (Wes).

SDCAR: 1. Steele/King (Hon); 2. McIntyre/German (Kaw); 3. Lewis/Macy (Yam); 4. Stanton/Dent (Kaw).

SUP: 1. Randy Skinner (Jaw); 2. Joe Erhardt (Wes); 3. John O'Neil (Jaw); 4. Angela Hale (Wes); 5. Bill Green (Wes).

SUP B: 1. Mike Armtrout (Jaw); 2. Kon Baur (Jaw); 3. Richard Bishop (Wes); 4. Tony O'Nell (Jaw); 5. Allan Mollick (Jaw).

Babcock grabs Ada HM

By Mike Zbrozek
Photo by Dan Mahony

ADA, OK, APR. 9

Dallas Babcock had to overcome electrical gremlins on his XR750 Harley as well as eight other riders to win the Pro-Twin main event at round four of the Broz Financial Limited/Vintage Classics VIII Dirt Track Series at Ada Speedway.

An intermittent spark was traced to a faulty magneto wire after Babcock's big twin came to a halt on the second turn of the "Dash for Cash" race and was quickly repaired after a trip through the pits produced a couple of connectors and some 12-gauge wire. While Babcock pushed his mount toward the pits, Steve Nichols took advantage of the situation to race by leader Joe Snyder and take the checkered flag. John Fike managed to get by Bob Braunreiter but too late to challenge.

In the Pro-twin main, Joe Snyder motored his Yamaha 750 out to a great start and held off the advances of Babcock, Fike and Nichols in the early stages, but Babcock was able to run the leader down coming out of turn four at the midway point. Snyder's tires seemed to be heating up, and he also fell prey to Fike and James Vaught in the closing laps. With the win, Babcock was able to increase his early season Pro-twin points lead in VDTRA competition.

The 250cc vintage class proved a thriller as Rocky Curry improved from his fourth-place start to take a last-lap pass for the win over the Yamaha of Bill Walker. Monte Passmore overcame the advances of Bill Snyder early on to finish a comfortable third.

Results

DASH: 1. Steve Nichols (Tri).

OPEN PRO-TW: 1. Dallas Babcock (H-D); 2. John Fike (BSA); 3. James Vaught (Tri); 4. Joe Snyder (Yam); 5. Steve Nichols (Tri).

PRO 600: 1. John Fike (BSA); 2. Tony Neill (Bul); 3. Gary Brennan (Tri); 4. Mark Robinson (Yam); 5. Victor Washburn (Yam).

MSTR: 1. Gerald Jessup (H-D); 2. James Vaught (Tri); 3. Gary Brennan (Tri); 4. John Daniels (Bul); 5. Frank Guinn (Yam).

OPEN TW: 1. Frank Bardaro (BSA); 2. Mike Zbrozek (Tri); 3. Chuck Bachman (Yam); 4. Jon Rose (Tri); 5. Joe Blackwell (Yam).

600 AM: 1. Bill Snyder (Bul); 2. J.C. Clark (Yam); 3. Dennis Melcher (Yam); 4. Mike Zbrozek (Tri); 5. Frank Guinn (Yam).

250 AM: 1. Rocky Curry (Yam); 2. Bill Walker (Yam); 3. Monte Passmore (Bul); 4. Bill Snyder (Bul); 5. Rusty Bond (Yam).

DINO: 1. Brian McCarthy (Tri); 2. Johnny Isaacs (BSA); 3. Gerald Jessup (Tri); 4. Tony Rodriguez (BSA).

Youngsters champion Lost Creek Park Hare Scrambles

By Pam Lambert

AMITY, AR, APR. 2

Two local teenage motocrossers surprised the seasoned Expert hare scrambles competitors in the AA class during round one of the 1995 Arkansas Hare Scrambles Series at Lost Creek Park, which drew 100 competitors to compete on the six-mile course.

When the green flag dropped for the start of the first wave, Tony Curtis and Brook Fluker raced up the pipeline start to the first turn into the woods. Curtis held a half bike-length advantage over Fluker. As the two entered the left-hander, the riders bumped and Fluker spun out in the powder. While Fluker remounted, the rest of the Expert field disappeared into the woods.

Fourteen minutes later, the AA Expert riders returned to the checkpoint with Curtis holding the lead while Eric Brewer followed. Several unpredictable events occurred in the next two hours. Curtis got stuck in a mudhole, Fluker got streamers wrapped around his rear sprocket, Brewer got caught behind a huge pileup in a mud bog, and all three fell down several times.

As the time clock approached one and a half hours, the positions changed with Fluker taking over the lead from Brewer after both riders had passed Curtis earlier. Jason Ennis began closing on the leaders and overtook Fluker as Fluker slowed his pace in the back straightaway. The Roger's Cycles/MSR-backed Ennis, and Dunlop/MSR/Scott/Sprocket Specialists-backed Fluker - both 17-year-old Expert motocrossers - continued their fast pace with Ennis putting 50 seconds on Fluker at the checkpoint before the last lap. Ennis took home the win followed by Fluker. Brewer, Rogers and Curtis finished third through fifth, respectively.

Results

O/A: 1. Chad Davis

O/A B: 1. Kevin McGee

JR: 1. Luke Melton (Kaw); 2. Heath Weston (Hon).

125 B: 1. Brian McClavan (Kaw); 2. Jeremy Aliman (Kaw); 3. Greg Tinney (Suz).

200 B: 1. Jonathan Plunkett (Hon); 2. Glen Partain (Kaw); 3. John Welsh (Kaw); 4. Terry Poe (Kaw).

250 B: 1. Jeff Tarlton (Kaw); 2. Randy Wyatt (Yam); 3. Freddy Mott (Suz); 4. Shannon Hennessee (Kaw); 5. Dhane Marques (KTM).

4-STRK B : 1. Danny Littleton (Hon); 2. John Stubblefield (Hon); 3. Greg Newson (Hon); 4. Mike Wylie (Hon).

OPEN B: 1. Scott Nelms (Hon); 2. Brad Brown (Kaw); 3. Nelson More (ATK); 4. Alan Taylor (Hon); 5. William Burton (KTM).

SR: 1. Tony Wood (Suz); 2. Scott Duncan (Suz); 3. Ike Weston (Hon); 4. Gary Corum (Hon); 5. Jim Devereaux (Hon).

S/SR: 1. Darrell Judy (Kaw); 2. Butch Gardner (Kaw); 3. Ron Tanner (Suz); 4. Doug Beyer (Hon); 5. Mike Ray Sr. (Yam).

TRL RDR: 1. Chris Childs (Hon); 2. Darron Spears (Hon); 3. Gabe Herrington (Kaw); 4. William Fisher (Hon); 5. Brian Sanders (Hon).

INT A: 1. Everett Ratliff (Hon); 2. Eli Beard (KTM) 3. Mark Parker (Yam).

AA EX: 1. Jason Ennis (Suz); 2. Brook Fluker (Kaw); 3. Eric Brewer (Suz); 4. Bill Rogers, Jr. (Kaw); 5. Tony Curtis (Hon).

Boruff bad at Hidden Acres MX

By Barbara Williams

KINGSPORT, TN, APR. 16

Jon Boruff flew his Jim's MC Sales of Johnson City-backed Honda to the overall win in both Schoolboy and 125cc B classes at Hidden Acres MX's traditional Easter event.

Boruff led wire-to-wire in both Schoolboy motos, carving a path around the revised Hidden Acres circuit for Suzuki pilots Josh Scott and Brad Edwards to follow. Scott and Edwards traded positions from moto to moto, resulting in Scott's second overall with a 3-2 finish and Edwards' third with a 2-3. Jeffery Ryan nailed down fourth on his KX100 ahead of Georgia's Aaron Lindsey.

The first round of 125cc B was not so easy for Boruff as Mitchell Hodges teamed with Kurt Sims to squeeze Boruff out on the start. The two Kawasaki jocks began to pull away from Boruff and the rest of the pack when Sims crashed hard and was forced to return to the pits. Hodges cruised on, deflecting all challenges from Boruff to take the first moto win.

Boruff and Hodges once again muscled to the front coming through turn one in the return engagement of 125cc B class. Hodges was blasting along in the lead when a miscue on the face of a jump slammed him to the ground. Mitchell's DNF opened the door for Boruff, and from there he had clear sailing to the final flag for the overall win.

Results

50 (4-6): 1. Cory Strickland (KTM); 2. Logan Bell (KTM); 3. Chase Beck (KTM); 4. Cody Patterson (KTM); 5. Kassie Wilks (Yam).

50 (7-8): 1. Ryan Wooden (LEM); 2. Jake Posey (LEM); 3. Cody King (LEM); 4. J. Ross Pruitt (LEM); 5. Torre Streifthau (LEM).

65 (7-9): 1. Matt Miller (Kaw); 2. Aaron Willis (Kaw); 3. Torre Streifthau (Kaw); 4. Thomas Lee (Kaw); 5. Jake Posey (Kaw).

65 (10-11): 1. Kevin Stone (Kaw); 2. Wesley Segars (Kaw); 3. Jeffrey Fields (Kaw); 4. Charles Whatley (Kaw); 5. Chase Roberts (Kaw).

80 BEG: 1. Josh Whitmire (Yam); 2. William Cody Watford (Suz); 3. Jeff King Jr. (Yam); 4. Brannon Ferguson (Hon); 5. Allan Gaines (Yam).

S/MINI: 1. Jeffery Ryan (Kaw); 2. Aaron Lindsey (Kaw); 3. Hans Neel (Kaw); 4. Ben Riddle (Kaw); 5. Joshua Summey (Kaw).

JR MINI: 1. Joshua Summey (Kaw); 2. Ben Riddle (Kaw); 3. Chad Hampton (Kaw); 4. Justin Gibbs (Kaw); 5. Chris Heath (Hon).

SR MINI: 1. Aaron Lindsey (Kaw); 2. Jeffery Ryan (Kaw); 3. Hans Neel (Kaw); 4. Clinton Shealy (Suz); 5. J.R. Carter (Kaw).

SCHBY: 1. Jon Boruff (Hon); 2. Josh Scott (Suz); 3. Brad Edwards (Suz); 4. Jeffery Ryan (Kaw); 5. Aaron Lindsey (Kaw).

125 A: 1. Mike Brown (Hon); 2. Jim Chester (Suz); 3. Kevin Walker (Yam); 4. Andre Pene (Suz); 5. Tilden Styron (Suz).

125 B: 1. Jon Boruff (Hon); 2. Jake Morris (Yam); 3. Preston Rose (Kaw); 4. Chris Hedrick (Hon); 5. Brian Raymond (Yam).

125 C: 1. Jason Thompson (Kaw); 2. Joshua Capps (Kaw); 3. Raleigh Deel (Suz); 4. John Fann (Suz); 5. Ned Blackwelder (Suz).

125 D: 1. Tommy Greer (Suz); 2. Brian Craig (Kaw); 3. Steve Colegate (Hon); 4. Al Albiker (Suz); 5. Jerry Lavander (Hon).

250 A: 1. Mike Brown (Hon); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Billy Liles (Suz); 5. Jim Neese (Hon).

250 B: 1. Brian Stone (Kaw); 2. Mitchell Hodges (Kaw); 3. Preston Rose (Kaw); 4. Brian Raymond (Yam); 5. Justin McCoy (Yam).

250 C: 1. William Cassavaugh (Hon); 2. Eric Parham (Kaw); 3. Brian Hall (Hon); 4. Jeff Hill (Yam); 5. Ned Blackwelder (Suz).

250 D: 1. Gary Henry (Hon); 2. Steve Colegate (Kaw); 3. Al Albiker (Suz); 4. Michael Melton (Suz); 5. Martin Hedrick (Kaw).

OPEN: 1. Ron Jones (Hon); 2. Larry Sparks (Hon); 3. Jeff Tomlinson (Hon); 4. Randall Randolph (Hon); 5. James Light II (Hon).

25+ A: 1. Kevin Walker (Yam); 2. Billy Liles (Suz); 3. Larry Sparks (Hon); 4. Leslie Belcher (Hon); 5. Rick Wright (Hon).

25+ B: 1. Randall Rowe (Hon); 2. Steve Mason (Suz); 3. A. Jamie McCoy (Yam); 4. Jeff Mushala (Hon); 5. Jeff Tomlinson (Hon).

25+ C: 1. Anthony Bridges (Hon); 2. David Whitson (Hon); 3. Jeff Hill (Yam); 4. Gary Hinkle (Yam); 5. Eric Cook (Hon).

30+ A: 1. Billy Liles (Suz); 2. Rick Wright (Hon); 3. Ron Jones (Hon).

30+ B: 1. Rick Oxley (Hon); 2. Joey Singleton (Hon).

30+ C: 1. David Whitson (Hon); 2. Anthony Bridges (Hon); 3. Eric Cook (Hon); 4. Roger Arnold (Kaw); 5. Cletis Greene (Hon).

35+: 1. David Farris (KTM); 2. Roger Arnold (Kaw); 3. Cliff Dockery (Yam); 4. Larry Trimnal Jr. (Suz).

40+: 1. Rick Oxley (Hon); 2. Terrell Welborn (Suz); 3. James Green (Kaw); 4. Eugene Shorty Goode (Suz); 5. Ted Shortridge (Hon).

48+: 1. Terrell Welborn (Hon); 2. Eugene Shorty Goode (Suz); 3. Ted Shortridge (Hon).

U/L AM: 1. David Owens (Kaw); 2. Chris Hedrick (Hon); 3. Chap Harkrader (Hon); 4. Doug Neighbors (Hon); 5. Chris Bault (Suz).

U/L C-D: 1. John Fann (Suz); 2. Jason Smith (Yam); 3. Jerry Lavander (Hon); 4. Jeff Bush (Suz).

Veterans top Costa Mesa Speedway mains

By Elaine Jones

COSTA MESA, CA, APR. 21

Rob Pfetzing and Shawn McConnell, two riders who go back a long way at Costa Mesa Speedway, captured the Scratch and Handicap Mains, respectively.

Not only did they each win a main but each came away with the second in their non-win ride but they ran 1-2 in both main events.

First to be contested was the Scratch main, considered the richest ride of the night. Along with Pfetzing and McConnell, Bobby Schwartz, Gary Hicks and Brad Oxley made the cut. Pfetzing drew the pole with McConnell right next to him. Oxley loaded into gate three with Hicks and Schwartz in four and five. The gate went to Pfetzing, with Hicks running second and looking for his second win in as many weeks. Schwartz was third with McConnell and Oxley fourth and fifth. McConnell used the low line to get by Schwartz on lap two, and Oxley followed suit one lap later.

In the meantime, McConnell managed to get by Hicks, and Oxley went right with him. Elbows were everywhere as these guys were close enough to cover with a blanket. Pfetzing was in total control and he held McConnell and Oxley off to take the checkered flag. Second went to McConnell with Oxley third, Hicks fourth and Schwartz fifth.

In the Handicap main, Matt Becker from the 20-yard line led for two laps before McConnell came from the 40 and got under him for the lead. Pfetzing also came from the 40 and was right there, setting up an almost instant replay of the Scratch main.

Oxley blasted through traffic from the fifty to put himself in the third slot at the halfway point while Becker faded, and the battle was on between the three Southern California regulars as they jockeyed for position.

As they came out of turn four heading for the white flag the three riders came into contact. McConnell parked it in the turn, causing Pfetzing and Oxley to bang into him and Oxley to go down. Pfetzing was able to recover, but McConnell was long gone and took the checkered for the win. Pfetzing was second with Hicks third and 1988 U.S. National Champion Steve Lucero - who has come out of retirement - was a solid fourth.

Results

SCRATCH: 1. Robert Pfetzing (Wes); 2. Shawn McConnell (Gdn); 3. Brad Oxley (Wes); 4. Gary Hicks (Wes); 5. Bobby Schwartz (Wes).

HDCP: 1. Shawn McConnell (Gdn); Rob Pfetzing (Wes); 3. Gary Hicks (Wes); 4. Steve Lucero (Gdn); 5. Bobby Schwartz (Wes).

SDCAR: 1. Lewis/Macy (Yam); 2. McIntyre/German (Kaw); 3. Matherson/Leeder (Yam); 4. Hall/Miller (Yam).

SUP: 1. Craig DePhillippi (Jaw); 2. Paul Colston (Jaw); 3. Bill Green (Jaw); 4. Larry Rowley (Jaw); 5. David Taylor (Wes).

SUP B: 1. Rick Bishop (Jaw); 2. David Lynch (Jaw); 3. Kon Baur (Jaw); 4. Stan Galvez (Jaw); 5. Mike Johnson (Jaw).

Bauder returns to Horn Rapids Motocross

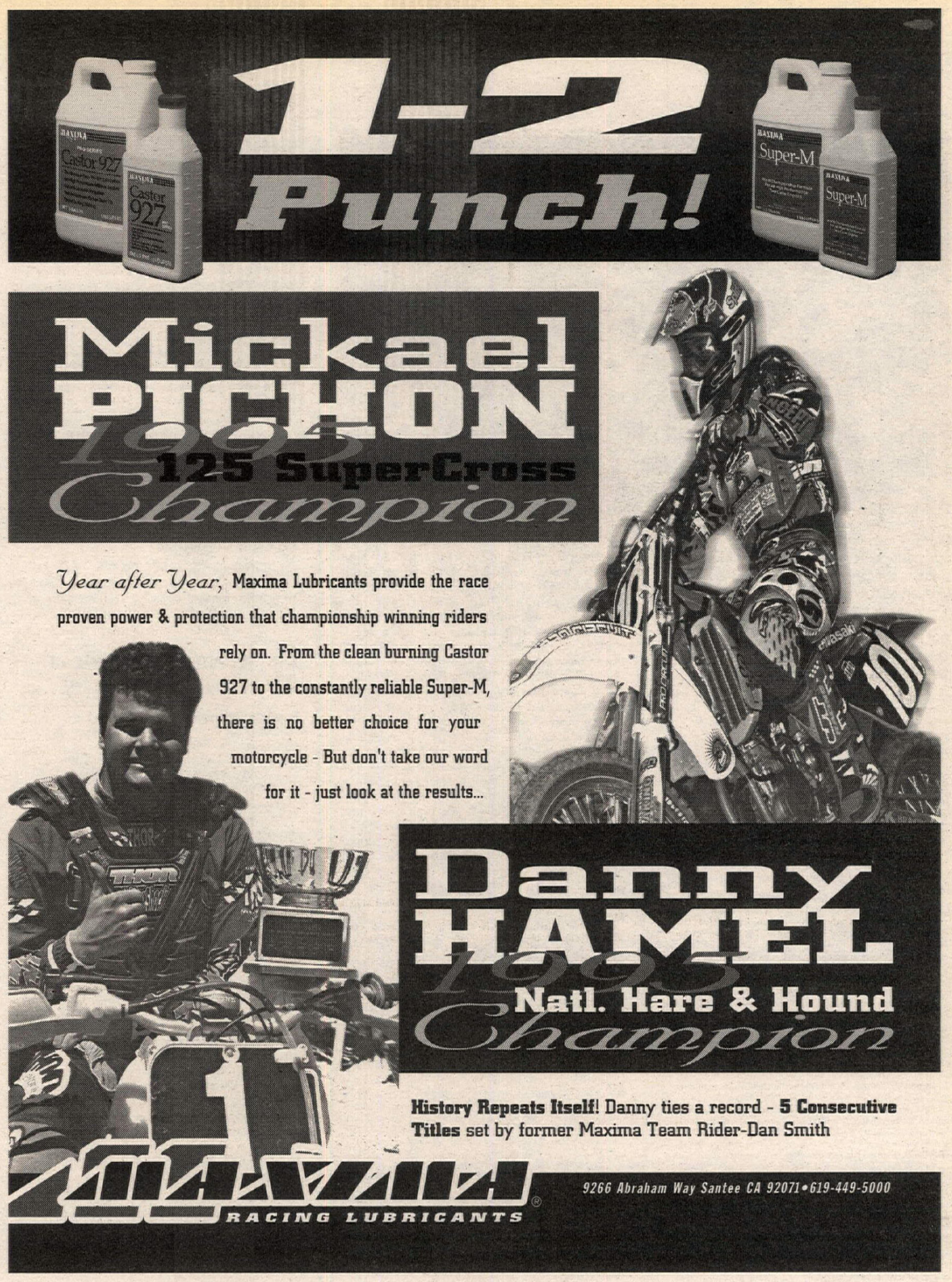
By Larry Trevino

RICHLAND, WA, APR. 9

Cory Bauder returned to his home for the first time in '95 and made it look easy as he took his Kawasakis to the 125cc, 250cc and Combined Intermediate class wins at the Horn Rapids ORV Park in Richland, Washington.

Sauder, who returned from Texas, was unstoppable as he won all six motos he raced. It all started in the 125cc class as he led from start to finish in both motos. Suzuki's Dan Smith looked to be riding Bauder's pace early in the races but faded in the later laps to take second overall while Shawn Cisco took his Kawasaki to a strong third place.

The first 250cc moto featured a good race early on as Suzuki rider Ron Thalheimer took the holeshot over Bauder and Suzuki's Dave Silvestri. Midway through lap two, Bauder made his move in the whoop section and then styled



Danny Flowers (V10) smoked the competition in the Four-Stroke Amateur class at the Dry Valley cross country Montague, Texas.

his way to the win. In moto two, Bauder took the holeshot and never looked back as he won by 12 seconds. It was a good race for second as Thalheimer edged out Silvestri for the spot.

Bauder ended his perfect day in the Combined class as he piloted his Kawasaki to the lead and rode flawless in both motos for the win.

In other action, Rodney Taylor took his Honda to the overall wins in the 250cc and Combined Beginner classes.

Results

P/W BEG: 1. Kyle Bauder (Yam); 2. Andrew Allen (Hon); 3. Michael Carpino (Hon).
P/W JR: 1. Skylar Dami (KTM); 2. Cody Lierman (Suz).
P/W MOD: 1. Keith Batterson (Yam).
80 BEG: 1. Marvin Griffin (Yam); 2. Jim Davis (Yam); 3. Jake Miller (Yam).
80 (7-11): 1. Donnie Wolfe (Yam); 2. Kyle Harris (Kaw); 3. Leighton Lillie (Yam).
80 (12-13): 1. Jason Zuhkle (Kaw); 2. Derek Lusk (Yam); 3. Pete Roberts (Yam).
80 (14-16): 1. Jim Zike (Yam); 2. Eric Carver (Yam); 3. Shawn Gilbert (Yam).
S/MINI: 1. Nathan Goetz (Yam); 2. Jason Zuhkle (Kaw); 3. Tim Zike (Yam).
125 BEG: 1. Kyle Luther (Hon); 2. Justin Hilker (Suz); 3. Rodney Taylor (Hon).
125 JR: 1. Mitch Merritt (Hon); 2. Bobby Kiehl (Hon); 3. Jesse Hurst (Hon).
125 INT: 1. Cory Bauder (Kaw); 2. Danny Smith (Suz); 3. Shawn Cisco (Kaw).
125 PRO: 1. Chaun McAlister (Suz); 2. Jimmy Lamastus (Suz); 3. Kris Rourke (Hon).
250 BEG: 1. Rodney Taylor (Hon); 2. Dalk Lenderman (Hon); 3. Joel Wright (KTM).
250 JR: 1. Mitch Merritt (Hon); 2. Travis Mullins (Suz); 3. Robert Christensen (Suz).
250 INT: 1. Cory Bauder (Kaw); 2. Ron Thalheimer (Suz); 3. Dave Silvestri (Suz).
250 PRO: 1. Jimmy Lamastus (Suz); 2. Chaun McAlister (Suz); 3. Mark Olberding (Kaw).
OPEN BEG: 1. Marc Morris (Hon); 2. John Niord (Kaw); 3. Karl Trautmann (Yam).
OPEN JR: 1. Dana Vanstee (Kaw); 2. Kevin Spencer (Hon).
COMB BEG: 1. Rodney Taylor (Hon); 2. Jake Maedke (Hon); 3. Andrew Higgins (Kaw).
COMB JR: 1. Travis Mullins (Suz); 2. Kevin Spencer (Hon); 3. Jesse Hurst (Hon).
COMB INT: 1. Cory Bauder (Kaw); 2. Ron Thalheimer (Suz); 3. Dave Silvestri (Suz).
UTH BEG: 1. Micheal Strickland (KTM); 2. Raul Jasso (Yam); 3. Rob Roberts (Suz).
VET BEG: 1. Dean Biddle (Hon); 2. Troy Shifleft (Kaw); 3. Mark Schooler (Suz).
VET INT.L. Dave Silvestri (Suz); 2. Jay Bird (Yam); 3. Mike Jackson (Suz).
VET JR: 1. Kevin Logsdon (Suz); 2. Scott Reiman (Kaw); 3. Perry Berger (Hon).
VET PRO: 1. Mark Olberding (Kaw).
OT: 1. Gary Doggett (Hon); 2. Jim Ossman (Suz); 3. Tom Harris (Hon).
60 (1-8): 1. Casey Evans (Kaw); 2. Michael Biddle (Kaw); 3. Scottie Gerken (Kaw).
60 (9-11): 1. Kyle Harris (Kaw); 2. Rich Senkler (Kaw); 3. Mike Finney Jr. (Kaw).
S/60: 1. Kyle Harris (Kaw); 2. Ken Lierman (Kaw); 3. Scottie Gerken (Kaw).

Lynn hot at Dade City MX

By Kyle Myers

DADE CITY, FL, APR. 16

Dustin Lynn posted a 1-1 tally to win the 60cc class during round four of the Florida Motocross Series at Dade City Raceway.

In the first 60cc moto, Barrett Smith grabbed the early lead with Brad Bernier, Cody Roth, Marisa Hampshire and Phillip Ives following. Lynn got stuck in the gate and entered the first turn in sixth. Smith then bobbled entering the sand portion of the course, and Bernier and Roth motored by. Lynn also moved by Smith, to run in the third spot on the first lap.

Lynn then moved by Roth and Bernier to take over the lead. Meanwhile, still back at the gate was Kyle Williamson, who gave all eight riders a half-lap lead before taking off. Lynn continued to lead, while Williamson worked his way through the field. Within four laps Williamson was in third and hounding Bernier for second while Lynn built up a lead. Williamson flew by Bernier to take over second, but Lynn was gone. Lynn held on for the moto win over Williamson, Bernier, Roth and Smith.

Moto two saw Bernier rip the holeshot ahead of Smith, Lynn, Hampshire and Roth. Lynn quickly moved his HSKS-backed Kawasaki by Smith and Bernier to set the pace. Once again Williamson started half a lap down. At the halfway point Williamson was in third and was looking for a way around Bernier before falling in the back sand section. Williamson quickly remounted and charged by Bernier after a lap, with the white flag out, but Lynn had too big of a lead for Williamson to overcome. Lynn scored the win over Williamson. Bernier, Roth and Smith rounded out the top five.

Results

P/W (4-6): 1. Ricky Renner (Yam); 2. Angie Moore (Yam); 3. Wang Haynes (Yam); 4. Sara Hampshire (Yam); 5. Chris Brennan (KTM).
P/W (7-8): 1. Marisa Hampshire (LEM); 2. Philip Ivers (Cob).
60: 1. Dustin Lynn (Kaw); 2. Kyle Williamson (Kaw); 3. Brad Bernier (Kaw); 4. Cody Roth (Kaw); 5. Barrett Smith (Kaw).
80 (7-11): 1. Dan Truman (Kaw); 2. Chaz Northey (Kaw); 3. Jeff Moore (Suz); 4. Shawn Mayo (Kaw).
80 (12-13): 1. J.B. Ballard (Suz); 2. Ryan Davis (Kaw).
80 (14-15): 1. Andrei Boloni (Suz); 2. Zeb Bielling (Yam).
80 BEG: 1. Carlos Beard (Kaw); 2. Michael Vancurs (Suz); 3. Robert Croci (Suz); 4. Jesse Young (Yam); 5. Brad Stevenson (Hon).
15-24: 1. Ronnie Renner (Yam); 2. Jason Thomas (Hon); 3. James Joiner (Hon); 4. Darren McElhatten (Suz); 5. Chris Lang (Hon).
125 B: 1. Jason Thomas (Hon); 2. James Joiner (Hon); 3. Will Batson (Hon); 4. Darren McElhatten (Suz); 5. Wayne Schafer (Suz).
125 C: 1. Jim Prevatte (Yam); 2. Garry Robertson (Kaw); 3. Chris Lang (Hon); 4. Doug Wright (Hon); 5. Jeremy Doctor (Kaw).
125/250 BEG: 1. Joel Hamilton (Suz); 2. Chris Lopez (Suz); 3. Tony Torri (Hon); 4. Dan Hanson (Suz); 5. Jason May (Hon).
250 B: 1. Todd Bouren (Suz).
25+: 1. Steve Dye (Kaw); 2. Charles Satcher (Hon).
30+: 1. Steve Dye (Kaw); 2. Drew Justice (Yam); 3. Brian Whitcomb (Hon).
35+:1. Drew Justice (Yam); 2. Scott Zuraw (Yam); 3. Tom Fogg (Kaw); 4. Brian Whitcomb (Hon); 5. Joe Steidl (Hon).
40+: 1. Tom Fogg (Kaw); 2. Joe Steidl (Hon).
OPEN NOV: 1. Chris Reynolds (ATK).
S/MINI: 1. J.B. Ballard (Suz); 2. Andrei Boloni (Suz); 3. Kyle Williamson (Suz); 4. Zeb Bielling (Yam); 5. Chaz Northey (Kaw).

Machen manhandles Milton MX

By Mike Williams

MILTON, FL, APR.15

Under sunny blue skies, more than 115 riders showed up to do battle at West Florida Moto-Cross Park where none other than Ronnie Machen topped all competitors in the 80cc D class.

The Alabaman Machen overcame challenges from Florida and Mississippi riders to notch a two-moto sweep, piloting his Yamaha to the head of the class. Machen took the first moto holeshot and never looked back, as he steadily pulled away from the rest of the pack. James Stephens, riding a 60, may have given up some horsepower to the bigger, faster 80s, but he more than made up for it with ability as he jammed his KX60 into second place. Tyler Cotton made up for missing the start by reeling in all but the first three racers, finishing a very close fourth to Joshua Guidry's screaming yellow Suzuki.

Moto two was a carbon copy for Machen as he again disappeared from the rest of the pack, but that is where the similarity to moto one ended. Cotton jumped up to the number-two position with Nicole Taub getting her CR80 hooked up and into third. Guidry slipped one position to finish fourth and Jim McArthur roosted his way into fifth.

There may have been only three riders in the Mixed Open class, but it was by far the race of the day. Kenny Rohde and Neal Thomas traded lines throughout the length of both motos, with Rohde winning both motos by a spoke's length over Thomas. Rusty Angelle was ready to pounce if Rohde or Thomas suffered a miscue, but Angelle wound up third overall.

Results

P/W B: 1. Cole Boutwell; 2. Jason Young; 3. Jamie Lewis; 4. Joe Terry; 5. Karl Harrison.
P/W C: 1. Jarrod Craig; 2. Joshua Smelley; 3. Ashton Clark; 4. Joe Terry; 5. Justin James.
JR MINI: 1. James Stephens; 2. Jim McArthur; 3. Cole Boutwell; 4. Stephen Callaway; 5. David Jackson.
80 B: 1. John Stanton; 2. Brian Young.
80 C: 1. Hal Martin; 2. Derek Fore.
80 D: 1. Ronnie Machen; 2. Tyler Cotton; 3. Joshua Guidry; 4. James Stephens; 5. Nicole Taub.
125 B: 1. Jon Simmons; 2. Daniel Young; 3. Kenny Rohde; 4. Ronnie Ramiscal.
125 C: 1. Jeff McCarra; 2. Steven Soltys; 3. Jon McCarra; 4. Joel McCarra; 5. Josh Smith.
125 D: 1. Stoney Devillor; 2. Joey Amspacher; 3. Darrell Perry.
250 B: 1. Keith English; 2. Tim Stokes; 3. Paul Bryant; 4. Lee Johnson; 5. Mike Williams.
250 C: 1. Jerome Clark; 2. Tony Vitale; 3. Jerry Young; 4. Rusty Angelle; 5. Keith Anzalone.
250 D: 1. Joe Crum; 2. Jason Brown; 3. Johnny Kozain; 4. Marshell Decker; 5. Chris Lucas.
MIXED OPEN: 1. Kenny Rohde; 2. Neal Thomas; 3. Rusty Angelle.
HOBBY: 1. Huey Hearin; 2. David Williams; 3. Nick Devillo; 4. Larry McArthur; 5. Mike Jones.
VET B: 1. Tim Stokes; 2. Bob Riker; 3. John Kiley; 4. Neal Thomas; 5. Mike Williams.
VET C: 1. Tony Vitale; 2. Ken Dickie; 3. Jason Gentry; 4. Jerry Young; 5. Mark Borgen.
MNY: 1. Earl May; 2. Kevin Knight; 3. John Havens; 4. Randy Jernigan; 5. Ed Kiley.

Burch hammers Experts at Dry Valley Cross Country

By Darryl Smith

MONTAGUE, TX, APR. 9

For the first time in years it didn't rain at the Dry Valley cross country near Montague, but Cal Burch reigned over the Open Experts.

Burch and his KTM 300 took top honors at round four of the Texas Cross Country Racing series.

Ray Jennings put his CR500 out front first ahead of Todd Tarver, Jim McQueary, and Burch. Jennings held the lead for two laps on the fast, 12-mile course. Burch, though, was on the move, passing McQueary on lap one and jamming to the front on lap three. Early spring heat left many riders fading as the race progressed, but Burch kept his pace until the end. Burch's margin of victory was two minutes over runner-up Tarver and third place Jennings.

Kawasaki-mounted Bryan Cook led every lap of the 250cc Experts, besting Sean Reddish and Brent Nalley by two minutes. Cook also took the overall Expert trophy home for his efforts.

Four-stroke expert Tom Ehmke built a huge lead over his class after one lap but went over the bars on lap two, breaking his collarbone in the process. Frank Shacklee took control thereafter and was never challenged. Chris Carter took second while Adrian Jacobs worked up from the back of the pack to capture third on the last lap.

Results

AA EX: 1. Mike Abbott (Yam); 2. Tom Robinson (Suz); 3. Eric Hess (Hus); 4. Bobby Southard (Yam); 5. Joseph Houghton (Hon).
PRO: 1. Clay Hoenshell (Suz); 2. Dean Lane (KTM); 3. Donnie McMillon (KTM); 4. Scott Stidd (KTM); 5. Oliver Benetis (Suz).
OPEN EX: 1. Cal Burch (KTM); 2. Todd Tarver (KTM); 3. Ray Jennings (Hon); 4. Jim McQueary (Hus); 5. Todd Gleaves (KTM).
250 EX: 1. Bryan Cook (Kaw); 2. Sean Reddish; 3. Brent Nalley (Kaw); 4. Scott Foster (Yam); 5. Mike Carroll (Hon).
200 EX: 1. Joe Bill Pyle (Kaw); 2. Tim Gillis (Kaw); 3. Darryl Pritchett (Kaw); 4. Rick Yale (Kaw); 5. Mark Wall (Yam).
125 EX: 1. Scott Sims (Kaw); 2. Randy Sawyer (Kaw); 3. Brian Barnes (Yam); 4. Phillip Reiter (Yam); 5. J.R. Rakes (Suz).
0-30 EX: 1. Mike Sullivan (Kaw); 2. Robert Gallegos (Kaw); 3. Rick Blasingame (Suz); 4. Rick Hillhouse (Hon); 5. Dana Wright (Yam).
0-38 EX: 1. Frank Shacklee (Yam); 2. Don Fitzsimmons (Hon); 3. Bill McGovern (Hon); 4. Neil Blackburn (Kaw); 5. Danny Burford (Kaw).
0-45 EX: 1. Loyd Morgan (Yam); 2. Gene Pannell (Hon); 3. Richard Thorne (Yam); 4. Mike Eads (Kaw); 5. Freddie Dejarneatt (Yam).
0-50 EX: 1. Bill Fleming (Suz); 2. Charles Pritchett (Kaw); 3. Dave Burnap (Kaw); 4. Larry Perry (Yam); 5. Dwight Leatherwood (Hon).
O/A EX: 1. Bryan Cook (Kaw); 2. Sean Reddish; 3. Brent Nalley (Kaw); 4. Scott Foster (Yam); 5. Cal Burch (KTM).
250 INT: 1. Shawn Shields (Suz); 2. John Drana (Kaw); 3. Jerry Brandon (Hon); 4. Todd Hutson (Yam); 5. Mike Riley (Yam).
125 INT: 1. Bo Baker (Hon); 2. Jeremy Daniel (Suz); 3. Josh Craddock (Kaw); 4. Aaron Gay (Yam); 5. Roby Cagle (Kaw).
0-30 INT: 1. David Knier (Yam); 2. Larry Preston (Kaw); 3. Russell Weeks (Hon); 4. Danny Whitaker (Kaw); 5. Russell Lagow (Kaw).
0-38 INT: 1. Duane Horton (Yam); 2. Howard Butler (Suz); 3. Ronald Mullen (Hon); 4. Wayne Reeves (Yam); 5. Wayne Williams (Kaw).
0-45 INT: 1. Jim Mcelvain (KTM); 2. Alan Davis (Suz); 3. Will Stidd (Yam); 4. John Miera (Kaw); 5. Tim Anstice (Hon).
4-STRK EX: 1. Frank Shacklee (Hus); 2. Chris Carter (Hon); 3. Adrian Jacobs (Hbg); 4. Brent Sellers (Hon); 5. Courtney Christian (Hon).
OPEN AM: 1. Leroy Schmidlkofer (Hon); 2. Dwayne Violet (Hon) 3. David McDonald (Hon); 4. Darrell Livingston (KTM); 5. Terry Wilson (KTM).
250 AM: 1. Doug Richard (Kaw); 2. Robbie Davis (Suz); 3. Cody Patrick (Yam); 4. Phillip Sutton (Hon); 5. Tom Moran (Hon).
200 AM: 1. David Burkam (Kaw); 2. Chuck Morris (Kaw); 3. Mac Bennett (Kaw); 4. Willy Wallace (Kaw); 5. Floyd Thomason (Kaw).
4-STRK AM: 1. Danny Flowers (Suz); 2. Dale Sheilds (Hon); 3. Phillip Gentry (Hon); 4. Gary Gladfelter (Hon); 5. Tim Cruce (Hon).
125 AM: 1. Mark Weeks (Hon); 2. Rodney Currin (Kaw); 3. Tom Bonner (Hon); 4. Shane Gove (Yam); 5. Darren Rogers (Yam).
0-30 AM: 1. Doug Dixon (Kaw); 2. Ricky Marsh (Yam); 3. Dow Finsterwald (Suz); 4. Doug Attaway (Yam); 5. Dan Joseph (Yam).
0-38 AM: 1. Ron Miller (Kaw); 2. Curt Larsen (KTM); 3. Mary Ballard (Kaw); 4. Mike Brown (Kaw); 5. Sonny Jones (Suz).
0-45 AM: 1. Jim Lowrimore (Kaw); 2. John West (Hon); 3. Earl Walker (Suz); 4. John Petton (Kaw); 5. John Johansen (Suz).
0-50 AM: 1. Dale Little (Kaw); 2. Don Williams (Yam); 3. Gary Ratliff (Hon); 4. Max Brand (Kaw); 5. Ralph Jones (Kaw).
WMN EX: 1. Deb Shiller (Kaw); 2. Mary Ballard (Kaw); 3. Gayle Culpepper (Yam); 4. Kristi Lane (Kaw); 5. Shelly McMillon (KTM).
WMN AM: 1. Alice Flowers (Hon); 2. Rocky Still (Hon); 3. Jamie Cathey (Hon); 4. Debie McConnell (Kaw); 5. Linda Mitchell (Kaw).
MINI EX: 1. Jeremy Butler (Kaw); 2. Chris Dejarneatt (Kaw); 3. Eric Hillhouse (Kaw); 4. Jeremy Weeks (Kaw); 5. Jordan Ely (Yam).
MINI AM: 1. Bryan Miller (Yam); 2. Chris Abbott (Yam); 3. Mark White (Kaw); 4. Nathan Eads (Kaw); 5. Ben Jones (Kaw).
100 EX: 1. Chris Jones (Kaw); 2. Tracy Traweek (Kaw); 3. Cody Harris (Kaw).

Jackson, Floth split Gold Rush Motocross

By Terry and Linda Summers

CARLIN, NV, APR. 15-16

Robb Floth grabbed his fair share of the gold by winning two Pro [illegible]s over two days at the Gold Rush Moto Park season opener.

Competition was intense in all classes, and exciting battles took place in the 125cc Pro class Saturday when Floth and Larry Jackson went head to head. Jackson took the win with Floth second and Kipp Posey a close third.

Sunday's Pro race added more excitement to the weekend as Jackson and Floth once again battled hard while occupying the top two spots. Floth made an incredible pass on Jackson to take the win while Jackson hung on for second. Kris Rourke stepped up his efforts on Sunday to finish third.

Jackson also staved off all comers in the 250cc Pro class. Posey ran a close second. Chris Strong was third.

The 125cc Intermediate class was another crowd pleaser that featured flawless riding by Shawn Stewart, Bob DeMars, Jason McNeill and Jimmy Algerio as they all battled for the win right to the checkered flag. Stewart ended up with the Intermediate class wins on both days.

Results

Saturday
50 NOV: 1. Travis Carey.
60 NOV: 1. Ben DeLeon.
80 BEG: 1. Jon Belsher.
80 JR: 1. Danniel McCain; 2. Derrick Tybo.
80 INT: 1. Wayne Calkins.
80 EX: 1. Jason McNeil.
125 BEG: 1. Jayme Halpin.
125 INT: 1. Shawn Stewart; 2. Jason McNeil; 3. Bob DeMars.
125 PRO: 1. Larry Jackson; 2. Robb Floth; 3. Kipp Posey.
250 BEG: 1. Dan Milhelland; 2. Luke Halpin.
250 JR: 1. Randy Peek.
250 INT: 1. J.T. Summers
250 PRO: 1. Larry Jackson; 2. Kipp Posey; 3. Chris Strong.
VET: 1. Mike Riddle; 2. Tony Still.
OPEN: 1. Josh Lemm.
U/C: 1. Mike Riddle; 2. Jason McNeil.
Sunday
50 NOV: 1. Travis Carey.
60 NOV: 1. Ben DeLeon; 2. Adam Stempeck.
80 BEG: 1. Justin Kelly; 2. Nicholas Beeson.
80 JR: 1. Danniel McCain; 2. Derrick Tybo; 3. Clinton Pardick.
80 INT: 1. Wayne Calkins.
80 EX: 1. Jason McNeil.
125 BEG: 1. Jayme Halpin.
125 JR: 1. Corey Beeson; 2. John Levie.
125 INT: 1. Shawn Stewart; 2. Bob DeMars; 3. Jimmy Algerio.
125 PRO: 1. Robb Floth; 2. Larry Jackson; 3. Kris Rourke.
250 BEG: 1. Andy Hammel; 2. James Brown; 3. Luke Halpin.
250 JR: 1. Danny Richardson; 2. Randy Peck.
VET: Mike Riddle; 2. Tony Still.
U/C: 1. Mike Riddle.

Starwest Motocross Truck Series underway

by David Procida

MORENO VALLEY, CA, APR 1

Round one of the Starwest Truck Series brought the riders out of the woodwork as near-full gates were seen in many classes and even the Pee Wee turnout was over 60 riders strong.

When the gate fell for the Pros, MSR/FMF/Orange County Suzuki-backed Donald Upton grabbed the holeshot with Florida's Anthony Pocorobba breathing down his neck; a heartbeat behind were Mat Bateman, John Sereika and the rest of the pack.

Pocorobba rounded the "Horseshoe" almost alongside Upton, choosing the outside line, but Upton was glued to the inside line and edged Pocorobba out as the pair entered the main course. Upton's familiarity with the course gave him the edge but, the Florida resident was not giving him any slack, and the intense battle carried them away from the pack. On the third lap,

Bateman joined the leaders, making it a three-rider fight.

As Upton took the white flag signaling the last lap, everyone picked up the pace a notch including Pocorobba, who closed the gap a little on Upton. But Upton was guarding the good line and took the checkered flag first for the win. Pocorobba was second and Bateman was third.

In moto two, Pocorobba and Upton picked up where they had left off in moto one. This time, both riders were bumping and shoving as they entered the main track. Upton had his fill of being pushed and elbowed and hit the afterburners to pull away from Pocorobba.

Upton had pulled out all the stops and was guarding his lead, yet took the white flag with Pocorobba almost hanging onto his rear fender. The two made contact in the last corner before the grandstands with Upton barely holding onto the lead and charging all the way to the checkered for the overall win, with Pocorobba right behind him for second overall.

Results

Pee Wee Track

BEG STK (4-6): 1. Taylor Coilmore (Yam); 2. Cole Sealey (Yam); 3. Warren Davis III (KTM); 4. Noah Hernandez (Yam); 5. Chase Takacs (Yam).

BEG STK (7-8): 1. Michael Raines (Yam); 2. Ivan Schultz (Yam); 3. James Baker (KTM); 4. Sean Coleman (Yam); 5. Ryan Seanbrook (Yam).

MOD BEG (4-8): 1. Ivan Schultz (Yam); 2. Cole Seely (Yam); 3. Bryce Teazain (Suz); 4. Jeff Loop (Yam).

MOD B: 1. Michael LaPaglia (KTM).

STRTR (4-6) D-1: 1. Michael Perry (KTM); 2. Elizabeth Krynicki (Yam) 3. Micheal Preciado (Yam); 4. Chad Goles (Yam); 5. Brian Flanerty (Yam).

STRTR (4-6) D-2: 1. Chris Aleksiekzyk (Yam); 2. Chad Gfores (Yam); 3. Michael A. Precido (Yam); 4. Elizabeth Butikofer (Yam); 5. Brian Miner (Yam).

STRTR (7-8): 1. Dustin Roberts (Yam); 2. Cody Johnson (Hon); 3. Terrence Schoelen (Yam); 4. Brandon Hiner (Yam).

STK A: 1. Mike Alessi; 2. Jeff Alessi.

STK B: 1. Jarred Browne (Yam); 2. Andrew Petrie (Yam); 3. Sean McInroe (Yam); 4. Michael LaPaglia (KTM); 5. Justin Workman (Yam).

Supercross track

60 (6-8): 1. Carlos Gonzalez (Kaw); 2. Ricky Oliver (Kaw); 3. Mike Alessi (KTM); 4. J.R. Williams (Kaw); 5. Donald Chollar (Kaw).

60 (9-11): 1. Daniel Taft (Kaw); 2. Clinton Pierce (Kaw); 3. Jason Medina (Kaw); 4. Mark Palmer (Kaw); 5. Nick Wells (Kaw).

80 BEG: 1. Sean Peer (Yam); 2. David Sullins (Yam); 3. Anthony Serna (Yam); 4. Brandon Flippin (Yam); 5. Jordan Cochrum (Kaw).

80 (0-11): 1. Daniel Taft (Suz), 2. Robert Seeds (Suz); 3. Brent Hardin (KTM).

80 (12-16) BEG: 1. David Sullins (Yam); 2. Anthony Serna (Yam); 3. Jeff Dase (Suz); 4. Jordan Cochran (Kaw); 5. Jason Medina (Yam).

80 (12-13): 1. Bryan McGavran (Hon); 2. Chris Rogers (Suz).

80 (14-16): 1. Danny Carlson (Yam); 2. Dusty Walters (Yam).

S/MINI: 1. Tin Langdon (Kaw).

WMN: 1. Mary Manhard (Yam).

125 BEG: 1. John Grucella (Hon); 2. Roy Pantoja (Yam); 3. Nicholas Waters (Suz); 4. Pat Oldknow (Yam); 5. Darin Murdoch (Hon).

125 NOV: 1. Brian Brown (Suz); 2. Bullfrog Newcomer (Hon); 3. Dusty Lunde (Kaw); 4. Danny Montoya (Suz); 5. Jason Coleman (Suz).

125 INT: 1. Charley Bogard (Suz); 2. Dean VanRiper (Kaw); 3. Mike Cinqmars (Hon); 4. Matt Puccio (Kaw).

125 PRO: 1. Donald Upton (Suz); 2. Anthony Pocorobba (Yam); 3. John Serika (Suz); 4. Mat Bateman (Yam); 5. Marlo Painter (Hon).

250 BEG: 1. Anthony Knutson (Hon); 2. Howey Erickson (Suz); 3. Mark Sanozimier (Yam); 4. Yun Zuidema (Yam); 5. Robert Bateman (Yam).

250 NOV: 1. Steve Kovac (Hon); 2. Dave Nelson (Hon); 3. Kelly Patton (Hon); 4. Cy Zuidema (Hon); 5. Jack Cox (Suz).

250 INT: 1. Steve Cox (Hon).

250 PRO: 1. Anthony Pocorobba (Yam); 2. Tim Sharp (Kaw); 3. Shay Fretwell (Hon).

OPEN PRO: 1. Jim Henn (Hon).

25+ BEG: 1. Chris Correll (Hon), 2. Sheryl Fedorow (Yam); 3. Todd Sayles (Yam).

25+ INT: 1. John Thomas; 2. Joe Fernandez (Kaw).

30+ BEG: 1. Elmer Silfies (Yam); 2. Chuck Manhard (Yam); 3. Steve Amoroso (Kaw); 4. Marco Valdovinus (ATK).

30+ NOV: 1. Matt Tedder; 2. Jon Nixon (Kaw); 3. Bob Pacacios (Hon); 4. Cy Zuidema (Hon).

30+ INT: 1. Tony Feldhaus (Hon); 2. Dennis Foster (Hon).

40+ NOV: 1. Chris Slick (Hon); 2. Ray Simmons (Hon).

Ramsey runs rampant at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, APR. 8

David Ramsey of Ontario rode his Montclair Yamaha-backed YZ to the top of the heap in the 125cc Novice class during round two of the Starwest Truck/KTM50SX Giveaway Series at Starwest Supercross Park.

In the first moto, Ramsey jumped out in front after banging bars with Tyson Taylor. Jon Sanders, Kaipo Chung and Dustin Lunde headed the large pack of racers who were less than a full bike length behind the lead pair. Lunde quickly closed the gap on Taylor and made the jump to second.

Ramsey wasn't waiting around and had pulled a few bike lengths away while all this was taking place, all the front-runners were clearing the big tabletop-stepdown in the front straightaway, and before the halfway point, lappers began to play a critical part as Ramsey sliced his way through while Lunde was slowed down.

At the checkered it was Ramsey with the win, a hard charging Lunde alone in second, the next three riders were nose-to-tail with Taylor, Sanders and Lance White rounding out the top five.

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	6:00PM	**Moose*Cycle News*Dunlop NGK*Suzuki** DINNER FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
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	8:00AM	Mandatory Riders' Meeting
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EVENTS

Moto two saw Ramsey again grab the holeshot and quickly pull away from the pack. Shawn Haywood gated much better in this moto and followed Ramsey in second place before succumbing to pressure from Bullfrog Newcomer and crashing.

Up front, Ramsey was getting lonely and Newcomer was the next to fall off the pace, victim to the same comer as Haywood went down. This left Farrell in second until Lunde powered by, but by this time the white flag had come out for Ramsey and the gap between first and second proved too much for Lunde, who had to settle for runner-up for the evening.

Results

Pee Wee Track

STK A: 1. Mike Alessi; 2. Andrew Nason (Yam).

STK B: 1. Michael LaPaglia (KTM); 2. Jeff Alessi (Yam); 3. Brock Harden (KTM); 4. Tate Misiaszek (KTM); 5. Andrew Petrie (Yam).

BEG STK (4-6) D-1: 1. Taylor Gilmore (Yam); 2. Chase Takacs (Yam); 3. Noah Hernandez (Yam); 4. B.J. Bohrer (KTM); 5. Michael Perry (KTM).

BEG STK (4-6) D-2: 1. Ryan McClintock (KTM); 2. Cole Seely (Yam); 3. Heather Dublin (KTM); 4. Warren Davis (KTM); 5. Kameron Scott (KTM).

BEG STK (4-6): 1. Taylor Gilmore (Yam); 2. Cole Seely (Yam); 3. Noah Hernandez (Yam); 4. Warren Davis (KTM); 5. B.J. Bohrer (KTM).

BEG STK (7-8): 1. Ivan Schultz (Yam); 2. Michael Raines (Yam); 3. Brandon Hiner (Yam); 4. Mikal Overman (KTM); 5. Sean Coleman (Yam).

MOD BEG (4-8): 1. Ivan Schultz (Yam); 2. Taylor Gilmore (Yam); 3. Cole Seely (Yam); 4. Noah Hernandez (Yam); 5. Jeff Loop (Yam).

MOD B: 1. Michael LaPaglia (KTM); 2. Brock Harden (KTM).

STRTR (4-6) D-1: 1. Cory Hartman (KTM); 2. Michael A. Preciado (Yam); 3. Chad Gfoles (Yam); 4. Dakota Fischer (Yam); 5. Cody Longnecker (Yam).

STRTR (4-6) D-2: 1. Chris Aleksiekzyk (Yam); 2. Chad Gfoles (Yam); 3. Michael A. Preciado (Yam); 4. Elizabeth Butikofer (Yam); 5. Brian Hiner (Yam).

STRTR (7-8): 1. Jessica Loop (Suz), 2. Terrence Schoelen (Yam).

Supercross Track

60 (6-8): 1. Carlos Gonzalez (Kaw); 2. Zac Wray (Kaw); 3. Ricky Oliver (Kaw); 4. Donald Chollar (Kaw); 5. Kelly Tedder (Kaw).

60 (9-1 1): 1. Cale Wallace (Suz); 2. Clinton Pierce (Kaw); 3. Anthony Brucella (Kaw); 4. Daniel Taft (Kaw); 5. Jason Medina (Kaw).

80 BEG: 1. David Sullins (Yam); 2. Sean Peer (Yam); 3. Jeff Dase (Suz); 4. Anthony Serna (Yam); 5. Derek Linsey (Hon).

80 THRU I 1: 1. Jason Ciarletta (Suz); 2. Dayton Beavers (Hon); 3. Ross Garcia (Yam); 4. Nick Alverez (Hon); 5. Anthony Brucella (Kaw).

80 (12-16) BEG: 1. David Sullins (Yam); 2. Anthony Serna (Yam); 3. Jeff Dase (Suz); 4. Jordan Cochran (Kaw); 5. Jason Medina (Yam).

80 (12-13): 1. Michael Dilorete (Yam); 2. Chris Rogers (Suz); 3. Bryan McGavaran (Hon).

80 (14-16): 1. Danny Carlson (Yam); 2. Casey Gould (Yam).

WOMEN: 1. Meshay Garcia (Yam).

125 BEG: 1. John Grucella (Hon); 2. Darin Murdoch (Hon); 3. Pat Oldknow (Yam); 4. Nathan Graig (Hon); 5. Justin Gutierrez (Yam).

125 NOV: 1. David Ramsey (Yam); 2. Dusty Lunde (Kaw); 3. Lance White (Kaw); 4. Tyson Taylor (Hon); 5. Brian Ferrell (Kaw).

125 INT: 1. Dean VanRiper (Kaw); 2. Mike Cinqmars (Hon); 3. Glenn Branson (Suz); 4. Andy Anaya (Yam); 5. John De Paul (Suz).

125 PRO: 1. Anthony Pocorobba (Yam).

250 BEG: 1. Scott Scherer (Kaw); 2. Felix Bendezu (Kaw); 3. Robert Taylor (Yam).

250 NOV: 1. Jason Abbott (Suz); 2. Steve Kovac (Hon); 3. Harlan Arnett (Kaw); 4. Howey Erickson (Suz); 5. Chuck Clark (Suz).

250 INT: 1. David Hughes (Suz); 2. Shawn Ellis (Suz); 3. Andy Anaya (Yam).

250 PRO: 1. Anthony Pocorobba (Yam); 2. Shay Fretwell (Hon); 3. Tim Sharp (Kaw).

25+ BEG: 1. Jermaine Calhoun (Hon); 2. Todd Sayles (Yam).

25+ INT: 1. John Thomas; 2. Joe Fernandez (Kaw).

30+ BEG: 1. Scott Scarbrough (Hon); 2. Steve Amoroso (Kaw); 3. Larry Dase (Hon); 4. Marco Valdovinos (ATK).

30+ NOV: 1. Pete Jenkins (Hon); 2. Scott Davis (Hon); 3. Jon Nixon (Kaw); 4. Cy Zuidema (Hon); 5. Phil Davis (Hon).

40+ NOV: 1. Chris Slick (Hon); 2. Ray Simmons (Hon).

Hagar happenin' at Sandusky Valley Motocross

By Arthur Mabry

TIFFIN, OH, APR. 23

William Hagar was "horrible" to the competition as he took the overall win in the Veterans 45+ class during the third round of the Midwest Racing Association 1995 Championship Series at the Sandusky Valley M.C. grounds.

Hagar grabbed the holeshot at the start of both motos and held his lead throughout for the clean sweep. Tom Rickbrodt put together 3-2 placings for second overall. Stan Courtad got third overall with 2-3 finishes.

In the 250cc/Open Expert class it was the Kawasaki-mounted Davis brothers who dominated again. John Davis took both moto wins while brother Jake took third overall for a first-moto fifth and a second-moto third-place finish. MRA newcomer Walt Wlodarsky banged bars and wheelied into second overall with two second-place finishes. Brett Leimeister won the tie for fourth place over Glenn Severance, who rounded out the top five overall.

Results

50 (7-8): 1. Paul Sharrar III (Yam); 2. Briton Beerbower (Yam); 3. Garett Payton (Yam). S/50: 1. Carl Custard (KTM); 2. Steven Carnahan (KTM); 3. Justin Stahl (KTM).

60: 1. Matthew Gow (Kaw); 2. Timmy Hollenback (Kaw); 3. Craig Brickser (Kaw); 4. Jessica Beerbower (Kaw); 5. Jeremy Morris (Kaw).

85 BEG: 1. Kyle Polter (Kaw); 2. Chuck Gekle (Kaw); 3. Brad Hohenbrink (Kaw); 4. Matthew Gow (Kaw); 5. Cody Mastin (Suz).

85 NOV: 1. Nick Miller (Hon); 2. Matt Bucher (Hon); 3. Aaron Blatter (Kaw); 4. Brad Bolenbaugh (Hon); 5. Mike Dauch (Hon).

125 JR: 1. David Miller (Suz); 2. Jeremy Caudill (Hon); 3. Nathan McClain (Suz); 4. Mark Claus (Hon); 5. Jacob Yontz (Kaw).

125 BEG: 1. Dennis Beard (Yam); 2. Kenneth Rates (Suz); 3. Gene Wolfe (Kaw); 4. Kevin Griss (Suz); 5. Brandy Riley (Kaw).

125 NOV: 1. Jon Suman (Hon); 2. Andrew Buck (Hon); 3. Mark Dalziel (Suz); 4. Tim Bloom (Hon); 5. Michael Turi (Hon).

125 INT: 1. Nick Silardi (Kaw); 2. Corey Whitaker (Suz); 3. Brian Belsole (Hon); 4. Scott Gressman (Hon); 5. Rick Custard (Yam).

250/OPEN BEG: 1. Jeremy Lutz (Hon); 2. Mike Kepshire (Hon); 3. Jim Hagele (Suz); 4. David Minard (Yam); 5. Randy Hartman (Kaw).

250/OPEN NOV: 1. Mike Foard (Kaw); 2. Brian Bretigam (Kaw); 3. Larrie Siegried (Hon); 4. Bob Hadley (Hon); 5. Danny Riffle (Hon).

250/OPEN INT: 1. Kevin Korn (Kaw); 2. Jason Kloeppel (Suz); 3. Scott Patchen (Hon); 4. Ryan Weaver (Kaw); 5. Greg Minard (Yam).

250/OPEN EX: 1. John Davis (Kaw); 2. Walt Wlodarsky (Kaw); 3. Jake Davis (Kaw); 4. Brett Leimeister (Kaw); 5. Glenn Severance (Suz).

25+: 1. Tim Bray (Yam); 2. Eddie Karban (Hon); 3. Mike Smith (Hon); 4. David Blauman (Kaw); 5. Brett Remesik (Suz).

30+: 1. Ken Frankenberry (Hon); 2. Steve Holland (Hon); 3. Tim Bray (Yam); 4. Craig Smith (Yam); 5. George Fanelli (Hon).

35+: 1. Ken Frankenberry (Hon); 2. Jeff Beerlover (Hon); 3. Robert Bowman (Yam); 4. Randy Mastin (Suz); 5. Randy Evans (Yam).

40+: 1. Bob Bolenbaugh (Hon); 2. David Graham (Hon); 3. Henry Hauenstein (Kaw); 4. Tom Rickbrodt (Hon); 5. Stan Courtad (Hon).

45+: 1. William Hagar (Hon); 2. Tom Rickbrodt (Hon); 3. Stan Courtad (Hon); 4. Dick Sweat (Hon); 5. Bob Ackerman (Hon).

Oatfield MX hosts OTHG finale

By J.R. Canaguier

TURLOCK, CA, APR. 23

The Over-The-Hill-Gang Expert class was one of the most hotly contested classes of the entire AMP Spring Series with Dave Montgomery, Mike Johnson, Don Mendenhall and Randy Medley all in a position to take the series championship.

It came down to the final round at the beautiful Oatfield MX track.

As the gate dropped for moto one, Mike Johnson pulled out a five bike-length lead by the second turn. Back in the pack, Montgomery, Steve Piatoni, Glenn Brickey and Steve Lawrence all battled for position.

By the end of the first lap, Greg Albin recovered from a bad start and moved past Lawrence and Terry Huffer to go after the leaders. A bobble on the tricky off-camber jump by Brickey gave Albin the opening he needed to move into fourth. By then the leaders had a considerable advantage. Albin tried in vain to get by Piatoni, but the moto ended with Johnson and Montgomery way out front, and Piatoni, Albin and Don Mendenhall rounding out the top five.

Moto two was another Johnson runaway, as he pulled another incredible holeshot and moved out to a distant lead where he would finish for the day. The race for second was a lot closer as Huffer, Montgomery and Brickey rammed and slammed each other for the entire first lap. Montgomery managed to hold off the charges from behind and stay in second as Brickey moved past Huffer and tried to close the gap. By lap four, Mendenhall had worked his way past Huffer and settled into fourth place.

Results

50 BEG: 1. Steve McWaters (Yam); 2. Matt Soares (Yam); 3. Cody Woods (Yam); 4. Kyle Skelton (KTM); 5. Hunter Schlander (Suz);.

60 BEG (0-8): 1. Rhett Havener (Kaw); 2. Charlie Chaplin (Kaw); 3. Bo Regan (Kaw); 4. Tommy Flagg (Kaw); 5. Coleman Smith (KTM).

60 BEG (9-11): 1. Kyle Ryter (Kaw); 2. Brett Markarian (Kaw); 3. Phil Caruso (Kaw); 4. Jason Roback (KTM); 5. Mary Rittenhouse (Kaw).

80 BEG: 1. Dave Klingenbeck (Yam); 2. Bryan Verschelden (Kaw); 3. Adam Huffer (Suz); 4. Chris Loredo (Kaw); 5. Seth Kirby (Suz).

80 NOV: 1. Kenny Hess (Yam); 2. K.C. Rigmaiden (Suz); 3. Allen Schmidt (Hon); 4. Dennis Rittenhouse (Suz); 5. Shelly Gambell (Yam).

125 BEG: 1. Mike Hunter (Suz); 2. Danny Smith (Suz); 3. Phil Segundo (Yam); 4. Jimmy Rivers (Kaw); 5. Dennis James (Hon).

125 NOV: 1. Nick Pappas (Hon); 2. Ronde Jesus (Suz); 3. Jason Ellis (Hon); 4. Billy Bright (Kaw); 5. Jeff Borchard (Hon).

125 INT: 1. Robert Simpson (Kaw); 2. Craig Humphrey (Suz); 3. Casey Musick (Hon); 4. Robert Canaguier (Suz); 5. Brian O'Farrell (Hon).

125 PRO: 1. Nathan Woods (Hon); 2. Josh Boykin (Kaw); 3. Greg Dungen (Hon); 4. Ben Vitale (Hon); 5. Frank Rizzo (Hon).

250 BEG: 1. Mike Wenstrand (Suz); 2. Phil Segundo (Hon); 3. Glenn Albin (Kaw); 4. Chris Glaser (Kaw); 5. Cooper Stubbs (Suz).

250 NOV: 1. Doug Force (Hon); 2. Jon Dullum (Hon); 3. Mike Sugundo (Hon); 4. Bobby Patchen (Yam).

250 INT: 1. Craig Humphrey (Suz); 2. Nick Pappas (Hon); 3. Richard Quinones (Yam); 4. Casy Musick (Hon); 5. Sol Rosenberg (Hon).

500 BEG: 1. Paul Stoffers (Hon); 2. Darin Gable (Kaw); 3. Jerry Stokes (Hon).

25+ BEG: 1. Scott Cummings (Hon); 2. Mike Wenstrand (Suz); 3. Lee Benge (Kaw); 4. John Veredas (Hon); 5. Johnny Chavez (Hon).

25+ INT: 1. Steve Piatoni (Suz); 2. Skip Guinn (Kaw); 3. Don Mendenhall (Yam); 4. Dave Lundin (Hon); 5. Richard Quinones (Yam).

30+ BEG: 1. David Adair (Hon); 2. Jim Monaco (Kaw); 3. Keith McWatters (Kaw); 4. Rick Jost (Hon); 5. Tim Serrano (Hon).

30+ NOV: 1. Glen Brickey (Kaw); 2. Scott Medley (Hon); 3. Cooper Stubbs (Suz); 4. Steve Furtudo (Hon); 5. John Tomas (Suz).

OTHG BEG: 1. George Texeira (Hon); 2. Darrell Burr (Hon); 3. Kevin Abernathy (KTM); 4. Tina Handelin (Yam); 5. Tom Sullivan (KTM).

OTHG NOV: 1. Robert Woehrle (Hon); 2. Dale Mathers (KTM); 3. Rick Jewell (Yam); 4. Dave Wyman (Suz); 5. Gary Arnold (Hus).

OTHG INT: 1. Alex Chellew (Yam); 2. Mike Wenstrand (Suz); 3. Dave Harrell (Suz); 4. Frank Dittman (Kaw); 5. Matt Longo (Yam).

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Mike Shell (311) took the 250 Beginner class overall at Washougal MX via two first-place moto finishes.

OTHG EX: 1. Mike Johnson (Suz); 2. Dave Montgomery (Hon); 3. Don Mendenhall (Yam); 4. Glen Brickey (Kaw); 5. Terry Huffer (Yam).

35+ BEG: 1. George Texiera (Hon); 2. Gary Arnold (Hus); 3. George Marks (Hon); 4. Nick McKinnon (Yam); 5. Randy Havener (Hon).

40+ BEG: 1. Leroy Smith (Suz); 2. Darrell Burr (Hon); 3. Bob Kosorika (Hon); 4. Peter Flemming (Yam); 5. Mark Daniels (Hon).

40+ NOV: 1. Dale Mathers (KTM); 2. Ervin Rifenberg (KTM); 3. Fred Deinzer (Hon); 4. Bill Porter (Hon); 5. Frank Roback (Yam).

40+ MSTR: 1. Emmett Ramirez (Suz); 2. Terry Huffer (Yam); 3. Steve Lawrence (Hon); 4. Dave Harrell (Suz); 5. Gary Sluder (Hus).

Leach levels Washougal MX

By Brian Barnes

WASHOUGAL, WA, APR. 16

Axo/Cycle Country-backed Ryan Leach dominated the racing by winning both the 250cc Intermediate and Before the Hill classes at the Washougal Motocross Park, which hosted over 350 riders.

Leach, who could well be regarded as the top Intermediate rider in the Northwest region, scorched both classes, setting a blistering pace from the the time he blasted through turn one with all four holeshots. In the Intermediate class, Leach got out front early with his main competition coming in the form of both Ryan Terlecki and Jon Kauffman. Both riders tried in vain to keep Leach in their sights, but in both motos - which were combined with the 250cc Pros - Leach pulled away and passed five of the nine Pro riders after the two-wave start. Terlecki, Kauffman, Todd Hinders and Tim Holas rounded out the top five overall.

The Before the Hill class motos were nearly a carbon copy of the Intermediate motos except that Leach was even more devastating, never being challenged for either of the moto wins. Behind him, Rodney Blanton and Travis Gage provided some intense action in both motos, swapping spots back and forth. Blanton ended up taking the second overall honors via his 3-2 tally while Gage's 2-3 scores netted third overall.

In the Beginner class it was Mike Shell who dominated the action while Rod Taylor scored second overall with a 2-4 score. Dale Wier was third overall after taking a sixth and a third, and Dean Biddles' consistent 5-5 scores earned him fourth overall.

Results

50 STK: 1. Maxwell Pope (KTM); 2. Kory Huffman (KTM); 3. Joshua Hill (KTM).

50 MOD: 1. Colton Facciotti (KTM); 2. Tate Major (Cob).

60 (6-8): 1. William Layton (Kaw); 2. Casey Huddleston (Kaw); 3. Michael Biddle (Kaw).

60 (9-11): 1. Shane Kelly (Kaw); 2. Dale Ainslie (Kaw); 3. Joey Mancuso (Kaw).

WMN: 1. Susan Smith (Kaw); 2. Connie Wingert (Suz); 3. Chris Riggs (Hon);

BEG: 1. Brian Teasdale (Yam); 2. Joey Mancuso (Hon); 3. Shawn Rusell (Yam).

80 JR: 1. Dustin Phillips (Kaw); 2. Dan Reude (Yam); 3. Jody Deitz (Yam).

80 INT: 1. Eric Williams (Kaw); 2. Mike Corder (Yam); 3. J. Pearson (Hon).

S/MINI: 1. Eric Williams.

125 BEG: 1. Jacob Williams (Kaw); 2. Jesse Correja (Hon); 3. Scott Higgins (Yam).

125 JR: 1. Tim Meyer (Hon); 2. Steve Copher (Hon); 3. Chris Church (Yam).

125 INT: 1. Rodney Blanton (Suz); 2. Ryan Terlecki (Suz); 3. Devin Roe (Suz).

125 PRO: 1. Ryan Huffman (Hon); 2. Forrest Transue (Hon); 3. John E. Williams (Kaw).

250 BEG: 1. Mike Shell; 2. Rodney Taylor; 3. Dale Weir (Kaw).

250 JR: 1. Derek Hanson (Hon); 2. Doug Smith (Hon); 3. Tiger Wingert (Yam).

250 INT: 1. Ryan Leach (Hon); 2. Ryan Terlecki (Suz); 3. Jon Kauffman (Hon).

250 PRO: 1. Ryan Huffman; 2. John Williams (Kaw); 3. John Verdonk (Hon).

BTH: 1. Ryan Leach (Hon); 2. Rodney Blanton (Suz); 3. Travis Gage (Suz).

UTH: 1. Trevor Portner (Hon); Marvin Waldo (Kaw); 3. David Hilpert (Kaw).

OT NOV: 1. Fred Lewis (Hon); 2. Jim English (Suz); 3. Michael Hopkins (KTM).

OT AM INT: 1. Jim Brown (Suz); 2. James Peterson (Kaw); 3. Dan Trammell (Kaw).

OT EX: 1. Rory Berg (Hon); 2. Mike Perry (Suz); 3. Mike Crandall (Hon).

30-40 C: 1. Chris Lynn (Hon); 2. Dan Fitch (Suz); 3. Bill Kent.

30-40 B: 1. Todd Hinders (Hon); 2. Clint Calhoun (Yam); 3. Susan Smith (Kaw).

30-40 PRO: 1. Willy Musgrave (Hon); 2. John Verdonk (Hon); 3. Darrell Jamieson (Kaw).

OPEN AM: 1. David Hilpert (Kaw); 2. Rory Berg (Hon); 3. Rich Miller (Hon).

Rentzell robs competition at Talladega Road Race

By Bob Applegate

TALLADEGA, AL, APR. 22-23

Kevin Rentzell showed the competition that he is still world class when it comes to earning a living at racing as he nailed all four Kawasaki contingency paying classes at the Talladega Grand Prix Raceway Championship Cup Series races.

Rentzell equalled a record of sorts set by Mike Murphy at Heartland Park in April as Murphy won all four Kawasaki paying races at that event.

Rentzell led flag-to-flag on his Sudco/EBC/Air Tech/Wagoner's Cycle Works-sponsored ZX6. While challenged in the early laps, Rentzell was able to hold off top talent like Brian Gibbs, Dave Estok, Leslie Horne, and Tripp Nobles to cruise to four wins that paid $500 each in top Kawasaki money. Four of the top five finishers in Middleweight Supersport and Superbike and Heavyweight Supersport and Superbike were Kawasakis; a testimony to the strength of the new ZX6. The two spoilers in each race were Honda F3-mounted Gibbs and Leslie Horne. Rentzell truly outrode the competition, turning strings of low 59s and a few mid-58s en route to victory.

Weather continued to improve during Sunday's program providing a fast track for the finale Unlimited GP. With $750 in purse up for grabs the field launched into their 19-lap race. After a full day of riding on the tight, twisty 1.3-mile course, many riders called on a second wind.

Rentzell, determined to add to his total winnings of $2000, took the lead immediately. Shane Prieto jumped into second followed by Nobles and Horne. Jonathan Bolton worked his way through traffic moving up to second on lap 11. Rentzell had run out to a good lead, but Bolton pushed hard to close up the gap at the flag for second.

Results

AM L/W SS: 1. Dale Osterndorf (Yam); 2. Robert Farley (Yam).

EX L/W SS: 1. Rick Beggs (Yam); 2. Jeff Longbottom (Yam).

AM M/W SS: 1. Jamie Hacking (Hon); 2. Kenneth Snyder (Hon); 3. Stacy Duncan (Hon); 4. David Babb (Hon); 5. Donald Bowen (Hon).

EX M/W SS: 1. Kevin Rentzell (Kaw); 2. Brian Gibbs (Hon); 3. Dave Estok (Kaw); 4. Leslie Horne (Hon); 5. Tripp Nobles (Kaw).

AM H/W SS: 1. Kenneth Snyder (Hon); 2. Terry Hicks (Kaw); 3. David Babb (Hon); 4. Stacy Duncan (Hon); 5. Donald Bowen (Hon).

EX H/W SS: 1. Kevin Rentzell (Kaw); 2. Brian Gibbs (Hon); 3. Dave Estok (Kaw); 4. Reuben Frankenfield (Kaw); 5. Shane Prieto (Kaw).

U/L SS: 1. Gene Church (Hon); 2. Shane Prieto (Kaw); 3. Bruce Coffman (Kaw); 4. Steve Reker (Kaw); 5. Philip Johnson (Yam).

AM L/W S/BK: 1. Matthew Richardson (Hon); 2. John Kalber (Yam); 3. Robert Farley (Yam); 4. Joel Yawn (Hon); 5. James Connell (Yam).

EX L/W S/BK: 1. Sam Fleming (Yam); 2. Chris Steele (Hon); 3. Jeff Longbottom (Yam); 4. Rick Beggs (Yam).

AM M/W S/BK: 1. Jamie Hacking (Hon); 2. David Babb (Hon); 3. David Rose (Hon); 4. Kenneth Snyder (Hon); 5. Josef Brenner (Hon).

EX M/W S/BK: 1. Kevin Rentzell (Kaw); 2. Dave Estok (Kaw); 3. Leslie Horne (Hon); 4. Reuben Frankenfield (Kaw); 5. Tripp Nobles (Kaw).

AM H/W S/BK: 1. Steve Griggs (Kaw); 2. Terry Hicks (Kaw); 3. Brent Lynch (Hon); 4. Jim Albritton (Suz); 5. Parrish Register (Kaw).

EX H/W S/BK: 1. Kevin Rentzell (Kaw); 2. Dave Estok (Kaw); 3. Shane Prieto (Kaw); 4. Reuben Frankenfield (Kaw); 5. Leslie Horne (Hon).

AM L/W GP: 1. Matthew Richardson (Hon); 2. John Kalber (Yam); 3. James Connell (Yam). EX L/W GP: 1. Joe Wooten (Yam); 2. Sam Fleming (Yam); 3. Jeff Longbottom (Yam); 4. Rick Beggs (Yam).

AM M/W GP: 1. David Rose (Hon); 2. Kenneth Snyder (Hon); 3. Terry Peppers (Hon); 4. Brent Lynch (Hon); 5. Josef Brenner (Hon).

EX M/W GP: 1. Leslie Horne (Hon); 2. Joe Wooten (Yam); 3. Gene Victori (Hon).

U/L GP: 1. Jonathan Bolton (Suz); 2. Kevin Rentzell (Kaw); 3. Shane Prieto (Kaw); 4. Leslie Horne (Hon); 5. Tripp Nobles (Kaw).

AM SOLO GTU: 1. Kenneth Snyder (Hon); 2. Brent Lynch (Hon); 3. Stacy Duncan (Hon); 4. David Babb (Hon); 5. David Rose (Hon).

EX SOLO GTU: 1. Reuben Frankenfield (Kaw); 2. Mark Monyette (Kaw); 3. Ricky Parton (Hon); 4. Sam Fleming (Yam); 5. Gene Victori (Hon).

AM SOLO GTO: 1. Steve Grigg (Kaw); 2. Ziv Amphi (Duc); 3. Terry Peppers (Hon); 4. Jim Albritton (Suz); 5. Byron Barbour (Suz).

EX SOLO GTO 1. Shane Prieto (Kaw); 2. Jonathan Bolton (Suz); 3. Doug Kidd (Kaw); 4. Rick Beggs (Kaw); 5. John Cox (Yam).

AM SPTSMN: 1. James Connell (Yam); 2. Joel Yawn (Hon); 3. Scott Zekanis (Duc); 4. Rich Goularte (Suz); 5. Marc Kingsley (Suz).

EX SPTSMN: 1. Marc Lautzenhiser.

AM L/W S/TW: 1. Matthew Richardson (Hon); 2. James Ball (Hon); 3. David Nystrom (Duc); 4. Stewert Roberts (Hon).

EX L/W S/TW: 1. Chris Steele (Hon); 2. Billy George (Duc); 3. Scott Fetterolf (Duc). AM H/W S/TW 1. Ziv Amphi (Duc); 2. James Ball (Hon); 3. Scott Zekanis (Duc); 4. Matthew Richardson (Hon).

EX H/W S/TW 1. Scott Fetterolf (Duc); 2. Jesse Myers (H-D).

Bateson blazes at Starwest SX

By David A. Procida

MORENO VALLEY, CA, APR. 15

Matt Bateson put a wire-to-wire first-moto win together with a tough second-moto victory to take the overall in the 250cc Beginner class at round three of the Starwest Truck giveaway Series.

Bateson rocketed out of the gate to lead the pack through the horseshoe-shaped first turn. Felix Bendezu was running second, but a fast charging Rusty Setzer quickly moved him back to third.

Bendezu lost ground to Setzer when he came up short on the infield double and did a big tank-slapper. He was quick to regroup and able to hold off Mike Ralphs and Steven Fox, both of whom had charged to his rear fender.

Up front, Bateson extended his lead over Setzer, but the second-place Suzuki rider was feeling some pressure, as Bendezu had closed the gap and was looking for an opening. Setzer held his ground, however, slamming the door on Bendezu a couple of times in the esses and the Kawasaki pilot dropped back to finish third. Ralphs and Rocky Harriman rounded out the top five at the finish.

In the second moto, Bateson again got the holeshot and led the pack through the horseshoe, but this time as he rounded the turn his YZ lost traction. The Yamaha rider spun his bike into the infield and was relegated to the back of the pack.

Setzer gained control of the lead and began to pull away from second-placed Ralphs. On the second lap, though, Setzer hit neutral in a corner, and the lack of forward momentum induced a fall-over that cost him the lead.

Harriman had a turn at the front, but this was short-lived as he went too far inside on the next corner and became entangled in the banners. This didn't matter too much as Bateson was on the gas and charging hard, passing Ralphs as if he were standing still. Continuing his charge, Bateson jumped over Setzer on the

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big tabletop and caught Bendezu with over a lap to spare.

Biding his time, Bateson powered by Bendezu on the back straightaway and took the lead for good this time. His double moto win guaranteed him the overall win with Bendezu going 3-2 for second over Setzer. Ralphs and Harriman rounded out the top five overall.

Results

P/W

STK B: 1. Michael LaPaglia (KTM); 2. Justin Workman (Yam); 3. Jerred Browne (KTM); 4. Andrew Petrie (Yam); 5. Sean Mclnroe (Yam).

BEG STK (4-6) DIV 1: 1. Taylor Gilmore (Yam); 2. Chase Takacs (Yam); 3. Noah Hernandez (Yam); 4. B.J. Bohrer (KTM).

BEG STK (4-6): 1. Ryan McClintock (KTM); 2. B.J. Bohrer (KTM); 3. Warren Davis (KTM); 4. Michael Perry (KTM); 5. Kason Griffin (Itj).

BEG STK (7-8): 1. Michael Raines (Yam); 2. Brandon Hiner (Yam), 3. Sean Coleman (Yam); 4. Sam Moore (Yam).

MOD BEG (4-8): 1. Jeff Loop (Yam); 2. Chris Aleksiejczyk (Yam); 3. Noah Hernandez (Yam).

MOD B: 1. Michael LaPaglia (KTM); 2. Todd Bissenden (KTM).

STRTR (4-6): 1. Chad Goles (KTM), 2. Chad Diesel (Yam); 3. Brian Hyner (Yam); 4. Mike Meade (KTM); 5. Robert Ramage (KTM).

STRTR (7-8): 1. Cody Johnson (Hon); 2. Terrence Schoelen (Yam); 3. Mike Overman (KTM); 4. Jordan Crews (KTM).

SX

60 (6-8): 1. Joshua Grant (Kaw); 2. Carlos Gonzalez (Kaw); 3. Donald Chollar (Kaw); 4. Ricky Oliver (Kaw); 5. Justin Munyon (Kaw).

60 (9-11): 1. Jesus Casillas (Kaw); 2. Anthony Brucella (Kaw); 3. Clinton Pierce (Kaw); 4. Jason Medina (Kaw); 5. Miguel Jauegui (Kaw).

80 BEG: 1. David Sullins (Yam); 2. Derek Linsey (Hon); 3. Anthony Serna (Yam); 4. Chris Andrews (Kaw); 5. Brandon Flippin (Yam).

80 (0-11): 1. Jesus Castillas (Yam); 2. Dayton Beavers (Hon); 3. Anthony Brucella (Suz); 4. Ryan Bissenden (Hon); 5. Daniel Taft (Suz).

80 (12-16) BEG: 1. David Sullins (Yam); 2. Anthony Serna (Yam); 3. Jeff Dase (Suz); 4. Jordan Cochran (Kaw); 5. Jason Medina (Yam).

80 (12-13): 1. Brian McGavran (Hon); 2. Jonathan Shrimp (Suz); 3. Levi Reed (Yam); 4. Sean Hamblin (Yam); 5. Chris Rogers (Suz).

80 (14-16): 1. Danny Carlson (Yam).

WMN: 1. Meshay Garcia (Yam); 2. Mary Manhard (Yam).

125 BEG: 1. John Grucella (Hon); 2. Bryan Copyak (Yam); 3. Justin Murray (Suz); 4. Nathan Craig (Hon); 5. Darrin Murdock (Hon).

125 NOV: 1. Tyson Taylor (Hon); 2. Dusty Lunde (Kaw); 3. Randy Stefan (Suz); 4. Chris Llewellen (Suz); 5. Lance White (Kaw).

125 INT: 1. Mike Cinqmars (Hon); 2. Dean VanRiper (Kaw); 3. Doug Parsons (Suz).

125 PRO: 1. Don Upton (Suz); 2. Jimmy Lavorci (Yam).

250 BEG: 1. Robert Bateson (Yam); 2. Felix Bendezu (Kaw); 3. Rusty Setser (Suz); 4. Mike Ralphs (Hon); 5. Rocky Harriman (Yam).

250 NOV: 1. Steve Kovac (Hon); 2. David Nelson (Hon); 3. Kelly Patton (Hon); 4. Cy Zuidema (Hon); 5. Chuck Clark (Suz),

250 INT: 1. David Hughes (Suz); 2. Shawn Ellis (Suz); 3. Andy Anaya (Yam).

250 PRO: 1. Matt Bateman (Yam).

25+ BEG: 1. John Turner (Suz); 2. Dan Bernadickt (Hon); 3. Tim Brincy (Yam).

25+ WF: 1. Joe Fernandez (Kaw).

30+ BEG: 1. Scott Scarbrough (Hon); 2. Steve Amoroso (Kaw); 3. Larry Dase (Hon); 4. Marco Valdovinos (ATK).

30+ NOV: 1. Pete Jenkins (Hon); 2. Cy Zuidema (Hon); 3. Pete Andrew (Kaw); 4. Jon Nixon (Kaw); 5. Jerry Sechler (Kaw).

30+ INT: 1. Dennis Foster (Hon).

40+ NOV: 1. Chris Slick (Hon); 2. Ray Simmons (Hon).

Smith doubles at Rockingham Road Race

By Van Funchess

ROCKINGHAM, NC, APR. 22

Gary Smith scored victories in Vintage One and Vintage Two classes during round six of the National Vintage Series held at the North Carolina Motor Speedway.

Race-one action containing Vintage One and Vintage Four classes saw Smith overtake defending Vintage One champion Stanley Lipert through the man-made chicane section on the bowl and pull away for the win. Ron Kauffman squeezed by Lipert before the finish to take second place and break up the Honda CB350 parade with his Yamaha 250 two-stroke. Gary Stumm led the Vintage Four race from start to finish over Paul Garland and Gregory Woodlier. Garland battled with Woodliff early in the race and used his Yamaha TZ-350 to secure place by building enough lead in the infield to keep Woodliff's Kawasaki H-2 bullet from overtaking him on the bowl.

Smith used his Honda CB450 to power past early Vintage Two race leader Ted Hubbard for his second victory of the day. Hubbard's BSA 500 single was a little off song and finished third as he was unable to hold off the charging Lipert who placed second. CN

Results

VINT 1: 1. Gary Smith (Hon); 2. Ron Kauffman (Yam); 3. Stanley Lipert (Hon); 4. Tom Atwood (Hon); 5. David Purtell (Yam).

VINT 2: 1. Gary Smith (Hon); 2. Stanley Lipert (Hon); 3. Ted Hubbard (BSA); 4. William Murar (Yam); 5. Richard Bley (Hon).

VINT 3: 1. Van Funchess (Duc); 2. Ron Kauffman (Yam); 3. Stanley Lipert (Hon); 4. Ted Hubbard (BSA); 5. Jerry Settle (Yam).

VINT 4: 1. Gary Stumm (Yam); 2. Paul Garland (Yam); 3. Gregory Woodliff (Kaw); 4. Richard Gruhn (Kaw); 5. Van Funchess (Duc).

VINT 5: 1. Aaron Stevenson (Kaw); 2. Stephen Foote (Yam); 3. Frank Stroman (Kaw); 4. Michael Tiberio (Guz); 5. Jimmy Clark (Yam).

VINT 6: 1. Aaron Stevenson (Kaw); 2. Stephen Foote (Yam); 3. George Dillaway (Hon).

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FRIDAY, MAY 26 - Press Day
Pro Practice: noon - 2 pm.
Amateur Practice: 2 - 6 pm.
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SATURDAY, MAY 27 - 1995
Team Green Spring Nationals:
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Adm. $31 (Sat./Sun. ticket; No Refund).
Riders fee $20
Practice 7 - 9 am.
Hare Scrambles: Riders fee $20
HS Sign-up 9 am - Race **11 am**
Quad HS Race **1 pm.**
Dual Sport Ride: Riders fee $10
Sign-up 11 am.

SUNDAY, MAY 28 - Adm. $20
125/250cc Pro National MX Championships: Qualifiers begin 10 am - Main event race at 1 pm.

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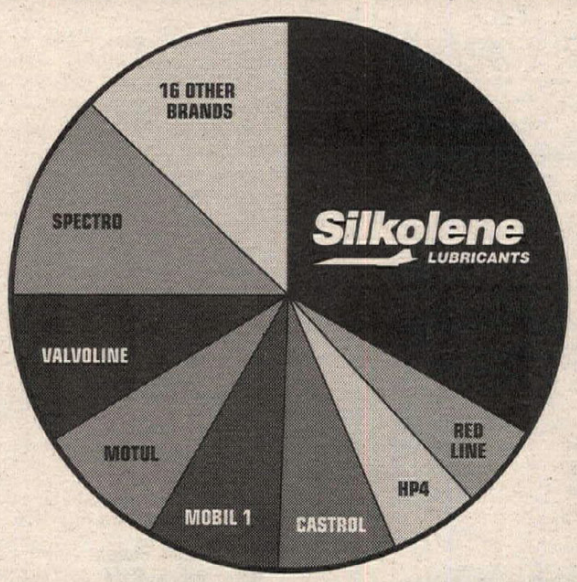

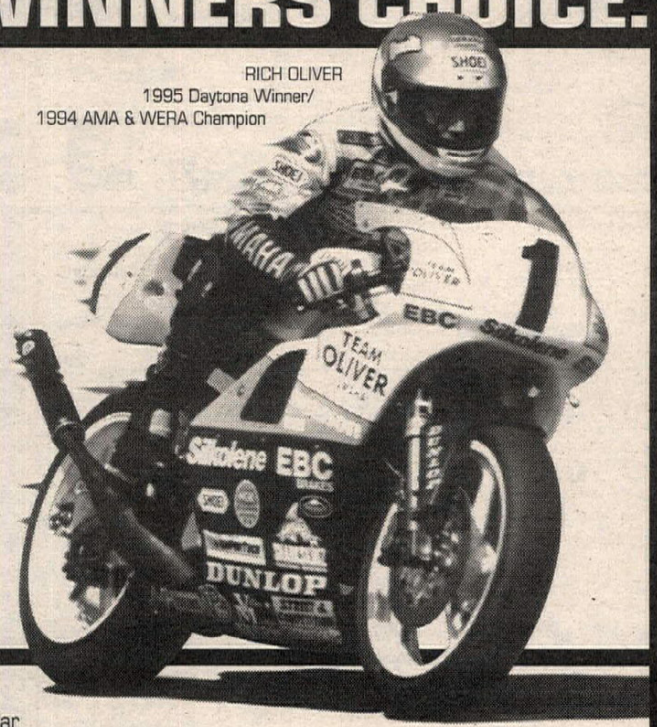

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"1994 WORLD 250CC MX GP SERIES REVIEW"

(#68) This video reviews all the exciting action throughout the 1994 250cc World Championship MX Grand Prix season. It was a year full of close finishes, highly competitive racing, and spectacular mishaps, all highlighted on this hour & 1/2-long video. Travel to some of the greatest motocross tracks on the planet as the world's top MX racers Greg Albertyn, Stefan Everts, Yves Demaria, Marnicq Bervoets, Kurt Nicoll and Donny Schmit compete against each other for the 250cc World MX Championship.

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At Hollister Hills G.P. Track

Hollister, CA

MAY 27,28,29, 1995

MotoCross Racing at its Finest!

Trophies
1st = 5 Foot
2nd = 4 Foot
3rd = 3 Foot

Schedule of Events:
8am-3pm, Friday, May 26 – DHMA Class
8am-4pm, Saturday, May 27 – Practice Day
8am-Finish, Sunday, May 28 – MX Championship
8am-Finish, Monday, May 29 – NMA Qualifier
★ Just Added: Monday Motocross ★

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Please Print Clearly

Name _____ Birthdate _____

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City _____ State _____ Zip _____

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Please Check Age and Skill Classification

Class:	Sportsman	Pro	25-29	Vet 30-39	80cc	OT 40+
	❑ Beg	❑	❑ Beg	❑ Beg	❑ Beg	❑ Nov
	❑ Nov		❑ Nov	❑ Nov	❑ Nov	❑ Int
	❑ Int		❑ Int	❑ Int	❑ Int	❑ Exp
			❑ Exp	❑ Exp	❑ Exp	
				❑ Pro		

Class:	60cc	50cc	50&60
	❑ 0-8	❑ Stock 0-8	❑ Beg
	❑ 9-11	❑ Mod 0-8	❑ Nov
		❑ Stock 9-11	❑ Int
		❑ Mod 9-11	❑ Exp

Send To:
Motowest Racing Entertainment
644 Hanover St., Daly City, CA 94014
Info: (408) 238-8208 (415) 587-8678

Make of Motorcycle _____ Size _____ Number on Bike _____

Pre Entry Deadline May 20th

Pre Entry Fee $35.00 2nd Class $25.00 • Post Entry Fee $45.00 Post 2nd class $35.00 • PeeWee $25.00 Post PeeWee $35.00

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18th Annual 1995 DUNESTOWN SERIES

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DUNESTOWN CLASSIC GP
L.A. County Raceway
Monday, May 29
Mail Entries To:

CRC
37045 Ran Drive
Palmdale, CA 93550
Headquarters (805) 272-8889

Round 2 - Sunday, May 14, MX - SUNRISE
ENTRY FEE MAIL $25 POST $30 FREE → **100% Pro Payback PLUS CONTINGENCY DOLLARS FIRST 100 ENTRIES RECEIVE O'NEAL 40 Pk. STICKER KIT

Round 3 - Sunday, May 21, MX - CASTAIC
ENTRY FEE MAIL $25 POST $30 FREE → **100% Pro Payback PLUS CONTINGENCY DOLLARS FIRST 100 ENTRIES RECEIVE O'NEAL CROSSBAR PADS

** Based on Mail Entry

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
5/21 Nurburgring, Germany, Rnd 5
6/11 Mugello, Italy, Rnd 6
6/24 Assen, Netherlands, Rnd 7
7/9 Le Mans, France, Rnd 8
7/23 Donington Park, Eng., Rnd 9
8/6 TBA, Rnd 10
8/20 Brno, Czech Republic, Rnd 11
9/17 Rio de Janiero, Brazil, Rnd 12
9/24 Buenos Aires, Argentina, Rnd 13
10/8 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/23 Laguna Seca, U.S., Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/10 Assen, Holland, Rnd 10
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
5/21 Vanlaa, Finland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
5/21 Loket, Czech Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
8/6 Namur, Belgium, Rnd 9
8/20 Rhenen, Holland, Rnd 10
8/27 Reultingen, Germany, Rnd 11

World C'ship Enduro Series
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, Fra., Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

World C'ship Individual Speedway Series
5/20 Wroclaw, Poland, Rnd 1
6/17 Wiener-Neustadt, Austria, Rnd 2
7/8 Abensberg, Germany, Rnd 3
8/12 Linkopink, Sweden, Rnd 4
9/9 Vojens, Denmark, Rnd 5
9/30 London, England, Rnd 6

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jelenia Gora, Poland

AMA Grand Nat'l C'ship Series
5/13 *Henderson, KY, Rnd 4
5/28 Springfield, IL, Rnd 5
6/3 LaSalle, IL, Rnd 6
6/17 Dallas, TX, Rnd 7
6/24 Lima, OH, Rnd 8
7/2 Du Quoin, IL, Rnd 9
7/8 Lake Odessa, MI, Rnd 10
7/15 Hagerstown, MD, Rnd 11
7/22 Sedelia, MO, Rnd 12
7/29 Oklahoma City, OK, Rnd 13
8/6 Peoria, IL, Rnd 14
8/9 Rapid City, SD, Rnd 15
8/12 Denver, CO, Rnd 16
8/19 Indianapolis, IN, Rnd 17
8/27 Goshen, IN, Rnd 18
9/3 Springfield, IL, Rnd 19
9/9 Mechanicsburg, PA, Rnd 20
9/16 Rossburg, OH, Rnd 21
9/23 Knoxville, IA, Rnd 22
9/30 Sacramento, CA, Rnd 23
10/7 Pomona, CA, Rnd 24
10/15 Del Mar, CA, Rnd 25
* Tentative

AMA 600 Nat'l C'ship Dirt Track Series
6/11 Peoria, IL, Rnd 2
8/20 Converse, IN, Rnd 3
9/9 Castle Rock, WA, Rnd 4

AMA Harley-Davidson 883 Dirt Track Series
5/13 *Henderson, KY, Rnd 2
5/28 Springfield, IL, Rnd 3
6/3 LaSalle, IL, Rnd 4
6/17 Dallas, TX, Rnd 5
7/2 Du Quoin, IL, Rnd 6
7/8 Lake Odessa, MI, Rnd 7
7/15 Hagerstown, MD, Rnd 8
7/22 Sedelia, MO, Rnd 9
8/9 Rapid City, SD, Rnd 10
8/12 Denver, CO, Rnd 11
9/3 Springfield, IL, Rnd 12
9/9 Mechanicsburg, PA, Rnd 13
9/23 Knoxville, IA, Rnd 14
9/30 Sacramento, CA, Rnd 15
10/7 Pomona, CA, Rnd 16
10/15 Del Mar, CA, Rnd 17
* Tentative

AMA Regional Dirt Track C'ship Series
5/20 Greenville, OH, Rnd 3
6/10 Dayton, OH, Rnd 4
6/23 Orrville, OH, Rnd 5
7/4 Frederick, MD, Rnd 6
7/7 Lake Odessa, MI, Rnd 7
8/25 Greenville, OH, Rnd 8
9/8 Castle Rock, WA, Rnd 9

U.S. Supercross Series
5/20 Cleveland, OH, Rnd 13
6/3 Denver, CO, Rnd 14
6/10 Las Vegas, NV, Rnd 15

AMA 125/250cc National Championship MX Series
5/28 Mt. Morris, PA, Rnd 3
6/18 Budds Creek, MD, Rnd 4
6/25 Southwick, MA, Rnd 5
7/2 Buchanan, MI, Rnd 6
7/16 Troy, OH, Rnd 7
7/23 New Berlin, NY, Rnd 8
7/30 Millville, MN, Rnd 9
8/6 Washougal, WA, Rnd 10
8/27 Binghamton, NY, Rnd 11
9/3 Delmont, PA, Rnd 12

AMA National Championship Enduro Series
10/1 Turkey, TX, Rnd 7
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA Superbike Nat'l Championship Series
6/4 Lexington, OH, Rnd 4
6/11 Elkhart Lake, WI, Rnd 5
6/18 Loudon, NH, Rnd 6
7/16 Brainerd, MN, Rnd 7
8/27 Sonoma, CA, Rnd 8
TBA East St. Louis, IL, Rnd 9
9/24 Chandler, AZ, Rnd 10

AMA National Championship Reliability Enduro Series
5/27-28 McArthur, OH, Rnd 2
6/3-4 Idaho City, ID, Rnd 3
6/10-11 Tillamook, OR, Rnd 4
6/24-25 McMinnville, OR, Rnd 5

AMA National Championship Hare Scrambles Series
5/14 Wilson, LA, Rnd 3
5/21 Roseburg, OR, Rnd 4
7/9 Kahoka, MO, Rnd 5
7/16 Speedsville, NY, Rnd 6
10/8 Millfield, OH, Rnd 7
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
10/1 Reno, NV, Rnd 5
10/22 Johnson Valley, CA, Rnd 6

AMA Nat'l Championship Hillclimb Series
5/21 Middlebury, IN, Rnd 1
6/4 Jefferson, PA, Rnd 2
6/11 Freemansburg, PA, Rnd 3
6/18 Avoca, NY, Rnd 4
7/22 Marquette, MI, Rnd 5
7/29 Haydenville, OH, Rnd 6
8/6 Jefferson, PA, Rnd 7
8/13 Danville, WV, Rnd 8
8/27 Monson, MA, Rnd 9
9/10 Freemansburg, PA, Rnd 10
9/17 Middlebury, IN, Rnd 11
9/24 Jefferson, PA, Rnd 12
9/30 Asheville, NC, Rnd 13
10/8 Oregonia, OH, Rnd 14

AMA/NATC Nat'l C'ship Observed Trials Series
5/20 Cayuta, NY, Rnd 4
5/21 Elizabethtown, PA, Rnd 5
5/27 Exeter, RI, Rnd 6
5/28 Exeter, RI, Rnd 7
8/26 Canon City, CO, Rnd 8
8/27 Canon City, CO, Rnd 9
9/2 Tillamook, OR, Rnd 10
9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
5/21 Boyers, PA, Rnd 5
6/4 Elkins, WV, Rnd 6
6/18 Elizabeth, WV, Rnd 7
8/27 Millfield, OH, Rnd 8
9/17 Bunner Ridge, WV, Rnd 9
10/1 Jewett, OH, Rnd 10
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

AMA C'ship Mid South Summer Hare Scrambles Series
5/14 Caneyville, KY
6/11 Apex Valley, KY
7/16 Caneyville, KY
7/23 Hohenwald, TN
8/20 Mannington, KY
Info 615/859-0873

AMA/Prostar Championship Drag Race Series
6/2-4 Indianapolis, IN
6/23-25 W. Lebanon, NY
8/11-13 Rockingham, NC
10/6-8 Bowling Green, KY
11/9-12 Gainesville, FL
Info 205/852-1101

NMA Ponca City Regional Qualifier Series
Western 1 Region
5/21 Moreno Valley, CA
6/4 Moreno Valley, CA
6/25 Moreno Valley, CA
Western 2 Region
5/28 Hollister, CA
6/11 Hollister, CA
6/18 Hollister, CA
Appalachian Region
5/13 Delmont, PA
5/14 Delmont, PA
6/11 Delmont, PA
Arizona Region
5/13 Eloy, AZ
5/20 Peoria, AZ
6/3 Glendale, AZ
6/10 Eloy, AZ
6/17 Peoria, AZ
Carolinas Region
5/20 Blountville, TN
5/21 Blountville, TN
Central Region
5/28 Great Bend, KS
5/29 Great Bend, KS
6/11 Great Bend, KS
Cimarron Region
5/21 Elk City, OK
5/28 Welch, OK
6/11 Elk City, OK
6/18 Oklahoma City, OK
6/25 Valliant, OK
7/2 Welch, OK
Eastern Region
5/14 Budds Creek, MD
5/28 Budds Creek, MD
6/4 Hanover, PA
Finger Lakes Region
5/13 Clifford, PA
5/14 Clifford, PA
5/20 Binghamton, NY
5/21 Clifford, PA
6/4 Clifford, PA
Dakotas Region
5/21 Milbridge, SD
6/10 Arvilla, ND
6/11 Arvilla, ND
6/25 Plentywood, MT
Midwest Region
5/20 Woodstock, IL
5/21 Coal Valley, IL
6/17 Woodstock, IL
6/18 Coal Valley, IL
Nebraska Region
5/14 Westmoreland, KS
5/21 Ashland, NE
6/11 Ashland, NE
6/18 Westmoreland, NE
New England Region
5/27 Derby, VT
5/28 Derby, VT
7/1 S. Berwick, ME
7/2 S. Berwick, ME
Northcentral Region
5/13 Bloomingdale, MI
5/14 Bloomingdale, MI

6/3 N. Webster, IN
6/4 N. Webster, IN

Northwest Region
5/21 Waterville, WA
6/11 Ward Creek, WA
6/17 Albany, OR
6/18 Albany, OR

Ohio Region
5/13 Malvern, OH
5/14 Malvern, OH
6/3 Malvern, OH
6/17 Malvern, OH

Ozark Region
5/13 Springfield, MO
5/27 Ft. Smith, AR
5/29 Little Rock, AR
6/17 Pine Bluff, AR

Rocky 1 Region
5/14 Laramie,WY
5/21 Colorado Springs, CO
6/11 Cheyenne, WY
6/25 Berthound, CO

Southwest Region
6/11 Moriarty, NM

Silver State Region
5/21 Carson City, NV
6/2 Carson City, NV
6/9 Carson City, NV
6/16 Carson City, NV

Tennessee Region
5/27 Lenoir, TN
6/3 Lenoir, TN
6/10 Lenoir, TN
6/17 Lenoir, TN

Texas Region
5/13 Burleson, TX
5/27 Lampassas, TX
6/3 Whitney, TX
6/16 Mosier Valley, TX

Viking Region
5/21 Mazeppa, MN
6/4 Staples, MN
6/18 Mazeppa, MN
6/25 Staples, MN
Info 310/868-8112

NMA Grand National Championships
8/1-5 Ponca City, OK
Info 310/868-8112

AMA Loretta Lynn Qualifying Series
Northeast Region
5/13-14 Auburn, NY
6/3-4 Indiana, PA
6/17-18 Amateur Regional Armaugh, PA
6/24-25 Youth Regional S. Edmeston, NY

Southeast Region
5/20-21 Christiana, TN
6/10-11 Amateur Regional Macon, GA
6/17-18 Youth Regional Reddick, FL

Southcentral Region
5/14 Rusk, TX
TBA Natalia, TX
6/17-18 Amateur/Youth Regional Tyler, TX

Southwest Region
5/14 San Jose, CA
5/14 Moreno Valley, CA
6/18 Amateur/Youth Regional Moreno Valley, CA

Northwest Region
TBA Clarks Branch, OR

Mideast Region
5/13-14 Millington, MI
5/13-14 London, KY
6/17-18 Youth Regional Buchanan, MI
6/24-25 Amateur Regional N. Webster, IN

Northcentral Region
5/6-7 Lake Geneva, WI
6/17-18 Amateur Regional Lowes, KY
6/24-25 Youth Regional Hoopeston, IL

AMA Loretta Lynn Nationals
8/7-12 Hurricane Mills, TN
Info 419/478-5386

C'ship Cup Pro-Am Series
Florida Region
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
* 10/21-22 Daytona, FL

Southeast Region
5/27-28 Bloomingdale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

*WERA Sportsman Championship Series
Mid-Atlantic Region
6/10-11 Garrettsville, OH
7/8-9 Garrettsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

Southeast Region
5/13-14 Talladega, AL
6/10-11 Faulkville, GA
7/1-2 Talladega, AL
7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region
5/20-21 Mt. Meridian, IN
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region
5/20-21 Mt. Meridian, IN
6/2-4 Hallett, OK
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

South Central Region
6/2-4 Hallett, OK
7/1-2 Henderson, TX
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Hellett, OK
9/30-10/1 College Station, TX

Southwest Region
5/28 Las Vegas, NV
Info 803/681-9372
* Tentative

* WERA Grand National Final
10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

* WERA Nat'l Challenge Series
5/19-21 Braselton, GA, Rnd 2
5/26-28 Summit Point, WV, Rnd 3
6/23-25 Grattan, MI, Rnd 4
7/7-9 Mt. Meridian, IN, Rnd 5
7/20-23 Clermont, IN, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

Sunoco Formula USA Series
**5/19-21 Braselton, GA, Rnd 2
**6/23-25 Grattan, MI, Rnd 3
**8/25-27 Portland, OR, Rnd 4
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
** EBC Triple Crown Round

* WERA Nat'l Vintage Series
6/4 Hallett, OK, Rnd 8
6/10 Garretsville, OK, Rnd 9
6/10 Faulkville, GA, Rnd 10
7/1 Talladega, AL, Rnd 11
7/2 College Station, TX, Rnd 12
7/8 Garrettsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/30 Mt. Meridian, IN, Rnd 23
9/30 Faulkville, GA, Rnd 24
10/1 College Station, TX, Rnd 25
10/7 Summit Point, WV, Rnd 26
10/10-11 Final, Braselton, GA
Info 803/681-9372
* Tentative

North American Super Bike Series
8/4-5 Elkhart Lake, WI
9/15-17 Braselton, GA
10/6-8 Loudon, NH
10/20-22 Daytona, FL

AHRMA Historic Cup Series
5/20-21 Grattan, MI
6/10-11 S. Beloit, IL
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
5/19 Lake Odessa, MI
6/10 Budds Creek, MD
6/11 Cumberland, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/4 Winder, GA
8/12 Linnville, OH
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
5/21 Grattan, MI
7/2 Peoria, IL
7/9 Norden, CA
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

AHRMA Vintage Enduro Series
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/ 842-9699

NETRA C'ship Enduro Series
6/4 Wrentham, MA
6/11 Somers, CT
6/25 W. Greenwich, RI
7/23 Oxford, MA
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

WHITE BROTHERS PRESENTS
The World Four-Stroke MX Championships
SUNDAY MAY 21
Glen Helen Raceway
San Bernardino, CA
World Championship Motocross • "Sound of Thunder" Series
Dual Sport Ride/Races • Team Race • Vintage Bike Show
4-Strokes Only • Classes for All Riders • No Membership

EVENT INFORMATION
Saturday May 20: 4-Stroke Practice 8AM to Noon - Overnight Camping
Sunday Gates Open 6 AM - Practice 8 AM - Race 9:15 AM - DualSport 1st
Team Dual Dogs/4-Strokes Only Dual Sport Ride Sunday after 1st moto
Sportsmen $25/class - Pro $35 • Min. 6 riders/class: Nov, Int, Pro, Vet
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Sat., May 13 Perris Raceway
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Sun./Sat. May 27-28 Fernly, NV (Reno Chapter National)
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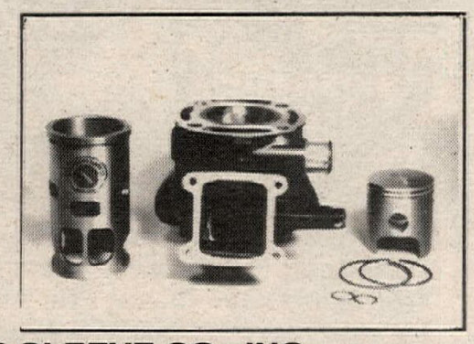

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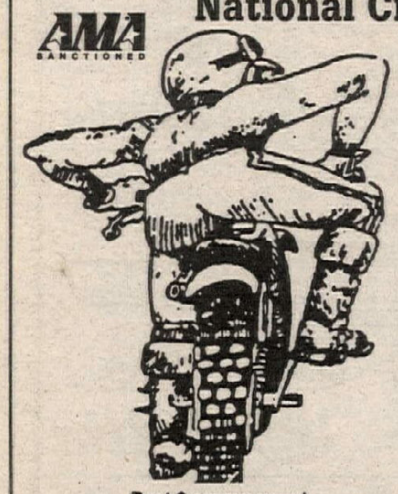

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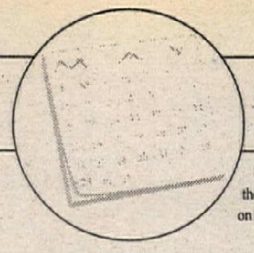

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

NETRA Championship Hare Scrambles Series
5/14 Fishouse, NY
6/18 Thomaston, CT
7/2 Chelsea, VT
7/9 Union, CT
7/16 Windsor, MA
7/30 E. Hamton, CT
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Glocester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
5/28 W. Greenwich, RI
6/10-11 Loudon, NH
7/16 Lake Desolation, NY
7/22-23 Adams, MA
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
5/13 Fishouse, NY
6/17 Thomaston, CT
7/8 Union, CT
7/15 Southampton, MA
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SERA Enduro Series
5/21 Saucier, MS
6/4 Laurel, MS
7/16 Goodman, MS
8/13 Breezy Hill, LA
8/20 Lake Nimrod, AR
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

SERA Hare Scrambles Series
5/14 Wilson, LA
9/3 Clanton, AL
9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series
5/14 Stanhope, NJ
5/28 New Philadelphia, PA
6/4 Whiteford, MD
6/25 West Greenwich, RI
7/16 Blain, PA
8/6 Middlebury Center, PA
8/20 Speedsville, NY
8/27 Mauricetown, NJ
9/10 Shippensburg, PA
9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA C'ship Hare Scrambles Series
6/18 Ludwigs Corner, PA
7/23 Good Springs, PA
9/3 Belleplain, NJ
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

ECEA Dual Sport Series
7/30 Brandonville, PA
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

* Broz Financial Ltd. Vintage Classics VIII Dirt Track Series
5/21 Westmoreland, KS
5/27-28 Denver, CO
6/10-11 Wichita, KS
6/17 Indianapolis, IN
6/24 Sioux Falls, SD
6/25 Fairbault, MN
7/8-9 Sturgis, SD
7/16 Casper, WY
7/22 Concordia, KS
7/30 Oklahoma City, OK
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

SETRA C'ship Enduro Series
5/14 Augusta, GA
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
5/28 Charlotte, NC
Info 706/468-1328

Black Jack Enduro Circuit
5/21 Flat River, MO
6/4 Tulsa, OK
6/18 Little Rock, AR
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series
6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

RMEC C'ship Enduro Circuit
5/28 Limon, CO
6/11 Buena Vista, CO
7/16 Rand, CO
8/6 Woodland Park, CO
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136.

New York State C'ship Hare Scrambles Series
5/21 Little Genesee, NY
6/4 Java, NY
6/11 Fairville, NY
7/23 Parksville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY

AMA Hot Summer Nights C'ship MX Series
6/3 Lenoir City, TN
7/1 Gray, TN
7/29 Lenoir City, TN
8/12 Calhoun, GA
8/19 Lenoir City, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/7 Huntsville, TN
615/573-5425

Mid East Hare Scrambles Series
6/11 Columbus, NC
6/25 Greer, SC
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

Virginia Championship Hare Scramble Series
5/21 Surry, VA
6/11 Ivor, VA
6/25 Pulaski, VA
7/23 Ivor, VA
8/20 Rural Retreat, VA
9/17 Middleborrk, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

Arkansas Hare Scrambles Championship Series
6/4 Maynard, AR
6/24 Durham, AR
7/16 Mayflower, AR
8/13 Crossroads, AR
9/17 Maynard, AR
10/8 Amity, AR
11/5 Bee Branch, AR
Info 501/890-6346

KORR Hare Scrambles Championship Series
8/12 Marion, KS
10/15 Arkansas City, KS
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

KORR Motocross Championship Series
6/4 Sterling, KS
6/25 Marion, KS
8/20 Sterling, KS
9/17 Arkansas City, KS
10/1 Sterling, KS
10/29 Marion, KS
Info 316/942-6527

NMRA Drag Race Series
5/20 Phoenix, AZ
6/17 Sacramento, CA
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series
9/23 Montreal, Quebec
Info 416/363-9035

CMA Dirt Track National Series
5/21 Woodstock, Ontario
6/3 Leamington, Ontario
6/10 Campbellville, Ontario
7/8 Welland, Ontario
7/22 Welland, Ontario
8/12 Trois-Rivieres, Quebec
9/1 Quebec, Quebec

CMA/ASM Castrol Canada Cup Superbike Series
5/27-28 Montreal, Quebec
6/10-11 Shubenacadia, Nova Scotia
7/1-2 Toronto, Ontario
7/8-9 Alberta, Quebec
8/12-13 Montreal, Quebec
9/2-3 Alma, Quebec

Golden Crown of Baja Off Road Desert Series
5/26-28 Gran Carrera de Tecate
Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora
San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones
San Felipe, B.C., Mex.
info 818/340-5750

Gran Prixs de Baja Series
6/9-10 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix
Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
5/21 Rosarito, Mex.
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

Tucker Rocky MX Championship Series
6/4 Clifford, PA
6/11 New Berlin, NY
7/4 Binghamton, NY
7/9 Englishtown, NJ
7/30 Walden, NY

No. Calif. Mini Road Racing Assoc. Series
5/20-21 Sacramento, CA
6/25 Sacramento, CA
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA
7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

MAMRRA YSR C'ship 50cc-86cc Series
5/29 Hampton, VA
6/11 New Bloomfield, PA
7/2 Hampton, VA
7/23 New Bloomfield, PA
8/13 Hampton, VA
9/3 Hampton, VA

9/10 Ontario, Can.
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688

SRAC State C'ship Series
5/13 Greeley, CO
6/11 Cheyenne, WY
6/16-17 Ft. Collins, CO
6/25 Berthound, CO
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthound, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

NESC C'ship Motocross Series
5/14 Central Village, CT
5/21 Southwick, MA
5/28 Lewiston, ME
5/29 Lewiston, ME
6/4 Middleboro, MA
6/11 Central Village, CT
6/18 Southwick, MA
7/1 Lewiston, ME
7/2 Lewiston, ME
7/9 Southwick, MA
7/16 Middleboro, MA
7/30 Southwick, MA
8/6 Middleboro, MA
8/12 Lewiston, ME
8/13 Lewiston, ME
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

New England Trials Association Series
6/25 Meriden, CT
7/16 Wrentham, MA
7/23 W. Greenwich, RI
8/5 Ossippee, NH
8/6 Ossippee, NH
8/13 Wrentham, MA
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

Florida Trials Assoc. Championship Series
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
5/21 Richloam, FL
6/4 Daytona, FL
Info 407/264-0559

Yamaha/McDonald's/Fox Pee Wee C'ship Series
6/24 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocker Florida Mini-Cycle C'ship Series
5/13 Orlando, FL
6/3 Orlando, FL
7/8 Orlando, FL
8/12 Orlando, FL
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocker Central Florida MC Dealers Series
6/3 Orlando, FL
6/24 Orlando, FL
7/8 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Spring Motocross C'ship Series
5/14 Reddick, FL
5/28 Orlando, FL
6/4 Homestead, FL
6/11 Orlando, FL
6/25 Ona, FL
7/2 Orlando, FL

GNC Texas Series
5/14 Dickinson, TX
5/21 Euless, TX
5/28 Lampasas, TX
6/4 Whitney, TX
Info 817/694-2901

AHRMA Texas/Southwestern MX Spring Series
5/14 Rusk, TX
6/4 Lake Whitney, TX
Info 713/497-3366.

AMA Fall Classic MX Series
9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series
5/20-21 Blountville, TN
6/4 London, KY
6/18 Blountville, TN
6/25 Kingsport, TN
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA/U.S. Eastern Pro-Am Spring MX Series
5/14 Elizabeth City, NC
5/21 Danville, VA
6/4 Axton, VA
Info 804/836-3633

AMA No. California Cross Country Series
5/13-14 Virginia City, NV
5/28 Klamath, CA
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series
5/13 Grizzly Flats, CA
5/20 Foresthill, CA
5/21 Foresthill, CA
6/4 Lony Barn, CA
6/11 Hollister Hills, CA
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
5/21 Whitney, TX
6/4 Muenster, TX
7/18 Whitney, TX
7/23 Rusk, TX
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

TVRC Spring Series
5/21 Kempner, TX
6/4 Clyde, TX
6/18 Burleson, TX

Missouri Hare Scrambles C'ship Series
6/11 Russellville, MI
6/25 Collins, MI
7/23 Tebbetts, MI
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

Kansas Hare Scrambles Championship
6/4 Westmoreland, KS
6/11 Wamego, KS
7/2 Carbondale, KS
7/16 Randolph, KS
8/20 Lake Perry, KS
9/10 Lake Milford, KS
10/8 Carbondale, KS
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

AMA/ District 10 C'ship Hare Scramble Series
5/14 Caneyville, KY
5/21 Owenton, KY
7/2 Bedford, KY
7/16 Caneyville, KY
8/27 Owneton, KY
9/17 Bedford, KY
Info 606/472-3442

Outlaw Spring Classic MX Series
5/14 Westmoreland, KS
5/21 Ashland, NE
6/4 Agency, MO
6/11 Ashland, NE
6/18 Westmoreland, KS
6/25 Ashland, NE
Info 913/456-2516

OCCRA Cross Country Series
5/21 Elk City, OK
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

Southeastern Trials Rider Assoc. Series
6/3-4 Alpharetta, GA
6/10-11 Carrolton, KY
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

MRAN Off-Road C'ship Series
5/21 Pioche, NV
7/2 Caliente, NV
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

Sound of Thunder Four Stroke Series
5/21 San Bernardino, CA
6/23 Mammoth Lakes, CA
7/8-9 Carlsbad, CA

OMRRA Road Race Series
5/14 Portland, OR
6/4 Portland, OR
7/4 Portland, OR
9/24 Portland, OR
10/15 Portland, OR
Info 503/ 221-1487

RAM C'ship Road Race Series
6/18 Coos Bay, OR
7/2 Coos Bay, OR
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

*** International Old Timers Motocross Series**
5/13-14 Rupert, ID
5/27-28 Washougal, WA
6/3-4 TBA, Alberta, Can.
7/1-2 Agazziz, B.C., Can.
* 7/15-16 TBA
7/29-30 TBA
9/2-3 Fernley, NV
* Tentative

Over the Hill Gang National Series
5/27-28 Fernley, NV
6/17-18 Mammoth Mountain, CA
9/16-17 TBA
10/14-15 Adelanto, CA
11/TBA TBA
Info 408/629-5278 or 310/864-6875

*** Motorcycle Asphalt Racing Series**
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
8/18 Asheboro, NC
9/29 Asheville, NC
10/8 Wiscasset, MA
10/14 Gainesville, GA
10/28 Charleston, SC
Info 803/626-7959

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Month of May Student Body Mayhem - Students 2 for 1
May 12 Cirello 25-Lap Classic
May 19 Speedway and Sidecars
May 26 Fox Night
June 2 Legends of Speedway
Speedway & Sidecars

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AMA ANSWER/MSR U.S. EASTERN PRO AM MX SPRING SERIES
Next Race - MAY 21
BIRCH CREEK, Danville, VA
June 4 .. Lake Sugar Tree, Axton, VA
MINIMUM $1000.00 PRO AM PURSE
MINIMUM 5 TROPHIES EACH CLASS

CRC California Race Schedule
100% PRO PAYBACK

Sun., May 14	CRC MX - Dunestown Series	Sunrise
Sun., May 21	CRC MX - Dunestown Series	Castaic
Sun., May 28	CRC MX - Dunestown Series	L.A.C.R.
Mon., May 29	CRC GP - Dunestown Series "Dunestown G.P."	L.A.C.R.

Saturday Practice • 9 a.m.-2 p.m. L.A.C.R.
Wednesday Practice • 4 p.m.-9 p.m.
CRC Info (805) 272-8889

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VENDING/DISPLAY SPACE NOW AVAILABLE
Suzuki Classic • July 14 - 16
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GFI RACING *(909) 684-6996*
A Rider For the Riders

Wed., May 10	GFI Wed. Practice Day (2pm-7pm)	Perris
Sat., May 13	GFI Super Saturday MX	Perris
Wed., May 17	GFI Wed. Practice Day (2pm-7pm)	Perris
Sat., May 20	GFI Super Saturday MX	Perris

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- *600 acres containing over 30 miles of beginner to advanced trails.*
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- *Park visitor center with exhibits and replacement parts sales.*

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It is advised you call prior to visiting the park, due to recent major storm damage to the trails.

MOTOWEST RACING ENTERTAINMENT

Sat., May 27	Open MX Practice	Hollister Hills
Sun., May 28	3rd Annual Memorial Day MX Championship by Parts Unlimited	Hollister Hills
Mon., May 29	NMA Qualifier	Hollister Hills

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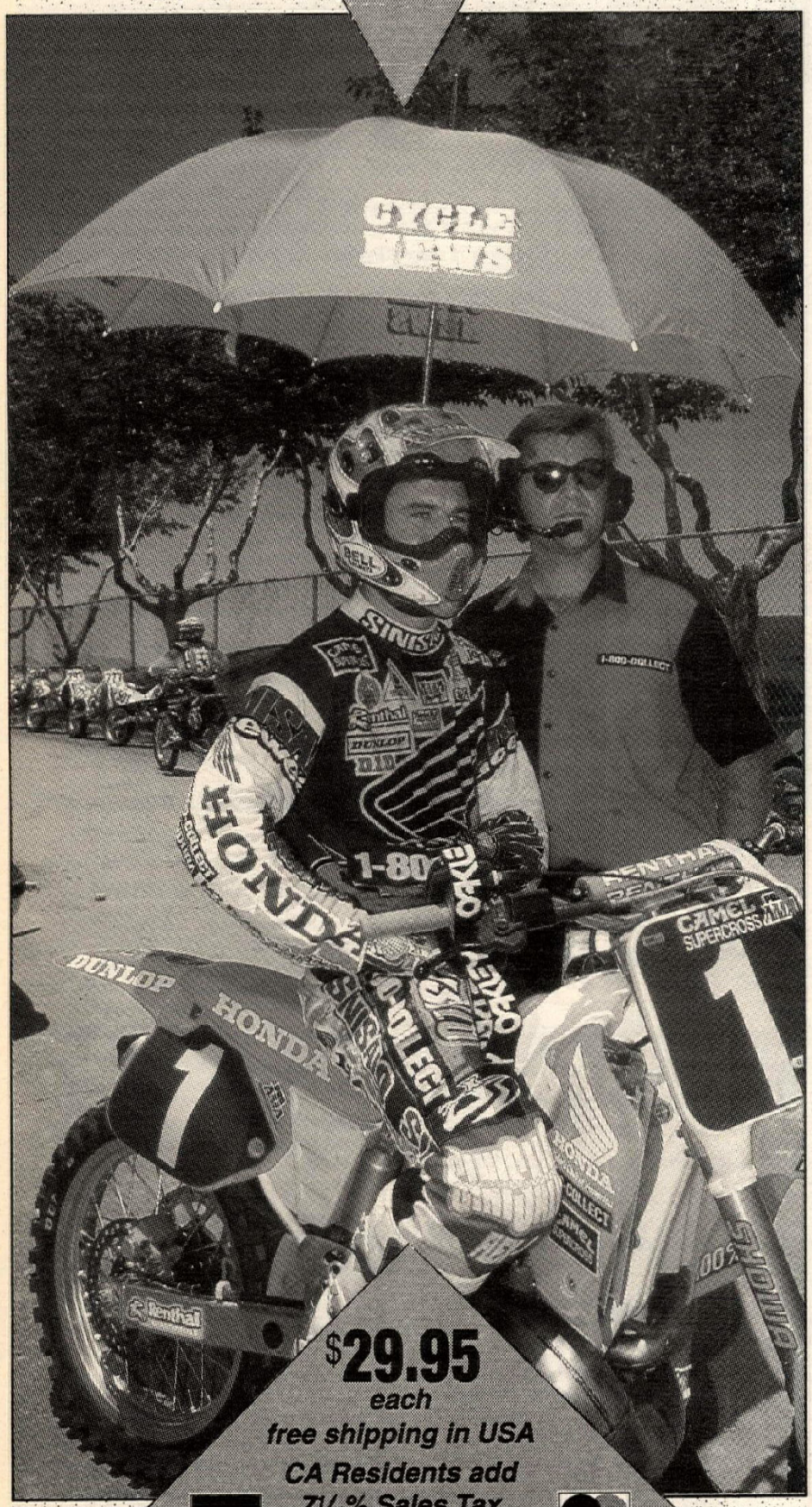

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

AMA Dual Sport Trail Ride Series

5/20-21 Logan, OH
6/3-4 Leasterville, MO
6/10-11 Lake Isabella, CA
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series

5/21 San Bernardino, CA
6/10-11 *Lake Isabella, CA
6/24-25 Mammoth Lakes, CA
7/9 Gorman or Castaic, CA
7/22-23 Bass Lake, CA
8/6 TBA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 Hemet, CA
10/29 Hesperia or Lucerne Valley, CA
11/10-11 *LA-Barstow-Las Vegas,
11/19 Riverside, CA
12/10 Filmore, CA
*National Trail Ride Series event
Info 818/249-2141

AMA/District 36 Central Calif. Spring MX Series

5/27 Marysville, CA
6/25 Tracy, CA
Info 209/862-0754

Appalachian Dual Sport Series

6/10-11 Davis, WV
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

Wild West National MX Series

5/27-28 Elko, NV
7/15-16 Pocatello, ID
7/22-23 Rupert, ID
8/12-13 Rock Springs, WY
8/25-27 Boise, ID
Info 801/464-5445

CMA Spring Trophy Series

5/12 Madera, CA
5/19 Madera, CA
5/26 Madera, CA
6/2 Madera, CA
6/9 Madera, CA
Info 209/673-8080

CMA Bounty Hunter Series

5/13 Los Banos, CA
5/20 Los Banos, CA
5/27 Los Banos, CA
6/3 Los Banos, CA
6/10 Los Banos, CA
7/1 Los Banos, CA
7/8 Los Banos, CA
7/15 Los Banos, CA
7/22 Los Banos, CA
7/29 Los Banos, CA
8/5 Los Banos, CA
8/12 Los Banos, CA
8/19 Los Banos, CA
8/26 Los Banos, CA
Info 209/673-8080

GFI/Team Green Youth World Championships

7/1-2 Perris, CA
Info 909/684-6996

GFI Night MX Truck Giveaway Series

7/8 Perris, CA
7/15 Perris, CA
7/22 Perris, CA
7/29 Perris, CA
8/5 Perris, CA
8/12 Perris, CA
8/19 Perris, CA
8/26 Perris, CA
Info 909/698-6996

Lodi Cycle Bowl C'ship Dirt Track Series

5/13 Lodi, CA
5/20 Lodi, CA
5/27 Lodi, CA
6/10 Lodi, CA
6/17 Lodi, CA
6/24 Lodi, CA
7/1 Lodi, CA
7/8 Lodi, CA
7/15 Lodi, CA
7/22 Lodi, CA
7/29 Lodi, CA
8/5 Lodi, CA
8/12 Lodi, CA
8/19 Lodi, CA
Info 209/368-7182

U.S. Womens Team MX Series

5/20 Denver, CO
6/10 Vegas, NV
9/29-30 Anaheim, CA
10/13-14 Salt Lake City, UT
11/3-4 San Diego, CA
11/17-18 Las Vegas, NV
Info 714/754-7305

Northwest 883 Twins Series

6/11 Kent, WA
7/4 Portland, OR
8/19-20 Hoquiam, WA
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

MAY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

• DENOTES PRO PAYBACK

Fri, May 12

• CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

• CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Farigrounds, Anderson. Info: 916/347-6686.

CALIFORNIA SWAP MEET - Intershows Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-0515.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc, Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/289-2100.

• OHIO MOTOCROSS - AMA/American Motosports, Inc., New Lexington. Info: 614/596-2057.

OHIO SPEEDWAY - AMA, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7769.

• TENNESSEE MOTOCROSS - Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

May 13-14

ARIZONA DUAL SPORT - AMA/Desert Motorcycle Promotions, Cave Creek. Info: 602/488-6357.

CALIFORNIA DUAL EURO SCRAMBLES - AMA/Dist 37/Badgers M.C., 26th Anniversary "Mother's Day Cop Out", Charlie's Place, Red Mountain. Info: 805/944-1894.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Appolo M/C Club, Titusville. Info: 407/267-6263.

IDAHO MOTOCROSS - International Old Timers/Idaho Oldtimers, SIRA, Idaho Fairgrounds, Rupert. Info: 208/467-3593 or 678-5677.

KENTUCKY MOTOCROSS - AMA/Daniel Boone Motocross Park, Loretta Lynn area qualifier, London. Info: 606/877-1364.

MICHIGAN MOTOCROSS - AMA/Baja Acres, Loretta Lynn area qualifier, Millington. Info: 517/871-3356.

NEW YORK MOTOCROSS - AMA/Frozen Ocean/CNYMRA, Loretta Lynn area qualifier, Auburn. Info: 315/784-5466.

OREGON ROAD RACE - OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.

Sat, May 13

ARIZONA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Arizona region, Eloy. Info: 602/849-1572.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Truck/KTM Racing Series - Rnd #6, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/ 943-4535.

CALIFORNIA FLAT TRACK - CMC, 1/4 mile clay banked oval race, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA FAMILY ENDURO - AMA/D-36/Polka Dots M.C., B/C Series, Omo National Forest, Omo. Info: 916/723-8237.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/684-6996.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Perris Raceway, Perris. Info: 310/864-6875.

CALIFORNIA SPEEDWAY - Fast Fridays, Inc./Rich VanderMeeden/Ted Scruggs, American Final, Gold Country Fairgrounds, Auburn. Info: 916/632-3278.

CALIFORNIA MOTOCROSS - CMC, Marysville Motocross Riverfront Park, Spring Classic, Marysville. Info: 916/695-2727.

GEORGIA MOTOCROSS - North GA Spring Series, Calhoun MX, Calhoun. Info: 404/943-4935.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• IDAHO DIRT TRACK - Lemhi County Motosports, Salmon Valley Fairgrounds, Salmon. Info: 208/756-6433.

• KENTUCKY MOTOCROSS - AMA, Sheltowee Series - Rnd 4/Loretta Lynn qualifier, London. Info: 606/877-1364.

• KENTUCKY MOTOCROSS - HCS Promotions, Kentucky Outlaw Motocross Series - Rnd 1, Murray-Calloway Fairgrounds, Murray. Info: 502/759-4986.

MICHIGAN MOTOCROSS - NMA, North Central Ponca City region qualifier Series - Rnd 1, Dutch Sport Park, Bloomingdale. Info: 616/956-5537.

• MISSOURI MOTOCROSS - NMA, Ozark region Ponca qualifier, Sprout Patch, Springfield. Info: 918/451-7227.

• NEW HAMPSHIRE SHORT TRACK - AMA/Sideways Promotions, Canaan U.S.A. Speedway, Canaan. Info: 508/874-1732.

NEW YORK ENDURO - NETRA, Junior Championship Series, Catra I Jr., Fishouse. Info: 203/875-5757.

NEW YORK MOTOCROSS - Long Island Sports Committee/Joseph Merrill, Suffolk Meadows Race Track, Yaphank. Info: 516/924-2399.

• NORTH CAROLINA SUPERCROSS - N.A.M.E., Under the Lights Series, Rolling Hill Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Rd. 6/Strick Cycles Day, Marion. Info: 704/552-3758.

• NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-8519.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO SPEEDWAY & SHORT TRACK - Bear Creek Speedway, Canton. Info: 216/837-5694.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - AMA/Dist. 11/Action Sports Promotions, Inc., Nelsonville. Info: 614/594-6686.

OHIO MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Ohio region, Malvern. Info: 216/262-4945.

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SUPERCROSS - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA MOTOCROSS - AMA/Racer Productions, Steel City, Delmont. Info: 304/594-1157.

PENNSYLVANIA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Finger Lakes region, Clifford. Info: 607/737-1904.

PENNSYLVANIA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Appalachian region, Delmont. Info: 412/836-2408.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-sports/I-95 Motocross, Hardeeville. Info: 803/784-2408.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C. Short Track, Jackpine Gypsies Clubgrounds, Sturgis. Info: 605/347-3418.

TEXAS MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Texas region, Burleson. Info: 214/660-6107.

• WEST VIRGINIA ARENACROSS - Reedsville Volunteer Fire Dept., Reedsville. Info: 304/864-6193.

WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club, Lake Mills. Info: 414/297-9367 or 353-5920.

May 14-15

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

Sun, May 14

CALIFORNIA OFF ROAD - San Diego County Sports Committee, Inc/FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series, The Off Road Endurance World Championships, Plaster City West BLM Open area, El Centro. Info: 619/427-5759.

• CALIFORNIA MOTOCROSS - CRC, Dunestown Series - Rnd 2, Sunrise Cycle Park, Adelanto. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - S.S.C. Motocross/Shane Trittler Promotions, The Castaic Brick Spring Nationals, Castaic Lake MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier

CANADA MOTOCROSS - Erie Ramblers, Wheatley, Ontario. Info: 519/326-3447.

CONNECTICUT MOTOCROSS - N.E.S.C., Central Village. Info: 413/772-0685.

• FLORIDA MOTOCROSS - South Fl. MX Club, Motocross of Marion County, Reddick. Info: 904/591-2030 or 591-2377.

• GEORGIA SUPERCROSS - TNT Supercross, Carlton. Info: 803/348-3372.

INDIANA MOTOCROSS - AMA/Dist 15/Hoosier Hilltoppers M/C, Uniontown. Info: 812/522-1522.

• KANSAS MOTOCROSS - Outlaw Motocross Series, Jason Swartz Memorial, Northeast Kansas MX, Westmoreland. Info: 913/456-2516.

• KANSAS MOTOCROS6 - K.M.S.A., Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KANSAS MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Nebraska region, Westmoreland. Info: 402/572-7196.

• KENTUCKY MOTOCROSS - AMA, Lakeside Yamaha Hillbilly Classic, London. Info: 606/877-1364.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles Series, Caneyville. Info: 615/859-0873.

LOUISIANA HARE SCRAMBLE - AMA/Louisiana Trailriders, Springhill Plantation, Wilson. Info: 504/748-8569.

MARYLAND MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Eastern region, Budds Creek. Info: 410/676-8335.

MICHIGAN MOTOCROSS - NMA, North Central region qualifier Series - Rnd 2, Dutch Sport Park, Bloomingdale. Info: 616/956-5537.

• MICHIGAN SHORT TRACK - AMA/Dist 14/West Michigan Dirt Track Assoc., I-96 Speedway, Lake Odessa. Info: 616/636-4140.

NEW HAMPSHIRE HILLCLIMB - AMA/New England Hillclimbers Assoc., Inc., Lebanon. Info: 413/267-4713.

• NEW YORK SHORT TRACK - Square Deal Rider M.C., Harpursville. Info: 607/723-2387 or 693-2634.

NEW YORK ENDURO - NETRA, Championship Series, Catra I Jr., Fishouse. Info: 203/875-5757.

• NEW YORK MOTOCROSS - W.N.Y.S.C., 6th Annual Dunlop Day, Hunt Moto Park, Hunt. Info: 716/476-2697.

• NORTH CAROLINA MOTOCROSS - AMA, Answer/MSR Pro-Am Spring Series - Rnd 5, Elizabeth City MC, Elizabeth City. Info: 804/548-1052.

OHIO MOTOCROSS - MRA/Sandusky Valley Riders M.C., Tiffin. Info: 419/447-3054.

• OHIO MOTOCROSS - Ohio International Raceway, Ravenna. Info: 216/369-5993.

OHIO MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Ohio region, Malvern. Info: 216/262-4945.

• OKLAHOMA MOTOCROSS - Oklahoma State Championship Series - Rnd 4, Ponca City. Info: 405/355-1106.

• OREGON ROAD RACE - Oregon Motorcycle Road Racing Assn., Portland Int'l Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA MOTOCROSS - AMA/Racer Productions, Tucker Rocky Spring Series, Steel City, Delmont. Info: 304/594-1157.

• PENNSYLVANIA MOTOCROSS - AMA/D-6/Pagoda Motorcycle Club, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA MOTOCROSS & HARE SCRAMBLES - M&G Racing, (Hare scramble - 3 hour buddy race) Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

• PENNSYLVANIA MOTOCROSS - Happy Ramblers Motorcycle Club, District 7 Expert and Youth points, Hanover. Info: 717/633-7708.

PENNSYLVANIA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Finger Lakes region, Clifford. Info: 607/737-1904.

PENNSYLVANIA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Appalachian region, Delmont. Info: 412/836-2407.

• SOUTH DAKOTA DIRT TRACK - AMA/Jackpine Gypsies M.C. TT, Jackpine Gypsies Clubgrounds, Sturgis. Info: 605/347-3418.

TEXAS MOTOCROSS - Thunder Mountain Motorplex, Loretta Lynn are qualifier, Rusk. Info: 586-2069.

• TEXAS MOTOCROSS - 23rd Annual GNC Texas Series - Rnd 4, Skeeter Motocross Park, Dickinson. Info: 817/694-2901.

TEXAS VINTAGE MOTOCROSS - AHRMA, Southwestern Region Spring Championship Series, Thunder Mtn., Rusk. Info: 713/361-2936, 713/497-3366 or 512/932-2167.

TEXAS SWAP MEET & SHOW - Arlington Convention Center, Arlington. Info: 214/216-5520.

• VERMONT SHORT TRACK & TT CROSS - AMA/SIdeways Promotions, Bear Ridge Speedway, Bradford. Info: 508/874-1732.

• WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club, Inc., Lake Mills. Info: 414/297-9367.

WYOMING MOTOCROSS - Laramie Dirt Riders Club/NMA, Ponca City qualifier, Laramie. Info: 307/721-3044 or 303/973-1138.

Tues, May 16

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, May 17

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

May 19-21

OHIO DIRT DRAGS - New Lex Classic Rider's Inc, Thunderrama '95, Perry County Gun Club, New Lexington. Info: 614/342-1287, 614/342-3040 or 614/ 342-4842.

Fri, May 19

• CALIFORNIA SPEEDWAY - International Speedway, American Speedway Final, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc, Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

MICHIGAN MOTOCROSS - MRA, Suzuki Contingency, Milan Cycle City, Milan. Info: 313/289-2100.

• NORTH CAROLINA FLAT TRACK - Dixieland Speedway, Elizabeth City. Info: 919/771-5151.

OHIO SPEEDWAY - AMA, Lawrenceburg Motorcycle Speedway, Lawrenceburg. Info: 513/662-7769.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

May 20-21

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• CALIFORNIA MOTOCROSS - N. Calif. Vet & OT Championships, Oatfield MX, Turlock. Info: 209/541-0860, 667-7109.

ILLINOIS TRIALS - Splinter Creek Dirt Riders, Splinter Creek. Info: 618/362-4355.

NEVADA MOTOCROSS - CMC/Over the Hill Gang, Over the Hill Gang National, Silverstate MX Park, Carson City. Info: 702/267-4392.

OHIO DUAL SPORT - AMA/Hocking Valley M/C, Dual Sport Trial Ride, Logan. Info: 614/863-0427.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Loretta Lynn qualifier, Christiana. Info: 615/896-3245.

• TENNESSEE MOTOCROSS - AMA/Victory Sports, Mega Series/Suzuki Eastern Continental Championship, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

TENNESSEE DRAG RACE - AMRA, 3rd Annual Memphis All Harley Drag Nationals, Memphis International Dragway, Memphis. Info: 708/250-0838.

Sat, May 20

ARIZONA ROAD RACE - National Motorcycle Racing Assoc./Cathy Crago, 4th Annual NMRA Central Challenge, Firebird International Raceway, Chandler. Info: 805/533-2225 or 818/ 367-4117.

ARIZONA MOTOCROSS - NMA, Ponca City Grand National regional qualifier, Arizona region, Peoria. Info: 602/849-1572.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Truck/KTM Racing Series - Rnd #7, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

COLORADO DIRT TRACK & TT - Dirt Track Ass./IMI, Run Wheels/Harrys Roamers, Longmont. Info: 303/678-7879.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA TT - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/941-8464.

• GEORGIA MOTOCROSS - Calhoun MX, Calhoun. Info: 404/943-4935.

ILLINOIS MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Midwest region, Woodstock. Info: 309/792-5813.

• KENTUCKY SHORT TRACK - Pahucah Dirt Riders, Paducah. Info: 502/444-6438.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

• MONTANA DIRT TRACK - AMA/Motorsports of America, Half-mile, Wester Montana Fairgrounds, Missoula. Info: 800/544-8714.

• NEW YORK SHORT TRACK - AMA/Square Deal Rider M.C., 1/4 mile, SDR Raceway, Harpursville. Info: 607/723-2387 or 693-2634.

NEW YORK MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Finger Lakes region, Binghamton. Info: 607/737-1904.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. Moto-x Park, Lenoir. Info: 704/758-4342.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 313/289-2100.

OHIO MOTOCROSS - AMA/Dist 11/JoAnn King, Dirt Country Raceway, Blanchester. Info: 513/791-8970.

• OHIO DIRT TRACK - AMA/Treaty City MC, Half mile, Darke Co. Fairgrounds, Greenville. Info: 513/ 548-7197.

• OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

• PENNSYLVANIA SUPERCROSS - Evansville Raceways Inc., Berwick. Info: 717/759-2841.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-sports, I-95 Motocross, Hardeeville. Info: 803/784-2408.

• SOUTH CAROLINA HALF MILE - MARS/Carolina H-D Dealers Assn., Myrtle Beach Speedway, Myrtle Beach. Info: 803/626-7959.

TENNESSEE MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Blountville. Info: 704/483-0772.

• VIRGINIA SUPERCROSS - AMA/Birch Creek Motosports Inc., Danville. Info: 804/836-3633.

Sun, May 21

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/ 467-0474.

• CALIFORNIA MOTOCROSS - CMC, Spring Classic National, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Carlsbad Raceway, Carlsbad. Info: 310/864-6875.

• CALIFORNIA MOTOCROSS - CRC, Dunestown Series - Rdn 3, Castaic Lake MX, Castaic. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - Sound of Thunder MX Series - Rnd 2, (White Bros. World Championships) Glen Helen Raceway, San Bernardino. Info: 408/437-0969.

• CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

CALIFORNIA RALLY & ROAD RIDE - Monterey Bay Classic European Motorcycle Club, Santa Cruz County Fairgrounds, Watsonville. Info: 408/476-3663.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Nor-Cal Series, (rain date for 3/26) Carnegie SVRA, Livermore. Info: 510/829-9386.

CALIFORNIA SHORT TRACK - Outlaw Races, Plaza Park Raceway, Visalia. Info: 209/651-5114.

CALIFORNIA MARATHON - One hour marathon challenge, San Jose Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Starwest Supercross Park, Moreno Valley. Info 310/868-8112.

CANADA MOTOCROSS - MRA, Leamington Raceway, Leamington, Ontario. Info: 519/326-3447.

• COLORADO MOTOCROSS - NMA/M&M at Aztec/SRAC, Ponca City Grand National Regional qualifier, Rocky Mt. #1 region, Colorado Springs. Info: 303/973-1138.

FLORIDA ENDURO - SE&TRA, Straight Arrow Enduro, Richloam. Info: 404/922-8234.

FLORIDA ENDURO - Florida Trail Riders/The Central Florida Trail Riders, Richloam. Info: 904/735-2751.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Jacksonville. Info: 904/845-2076 or 904/268-2376.

GEORGIA MOTOCROSS - Hidden Canyon Raceway, Buena Vista. Info: 912/937-5430.

ILLINOIS HARE SCRAMBLE - King City Dirt Riders, Mt. Vernon. Info: 618/244-3846.

ILLINOIS MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Midwest region, Coal Valley. Info: 309/792-5813.

INDIANA HARE SCRAMBLE - Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

IOWA OBSERVED TRIALS - All Iowa Trials Riders Association, Jesup. Info: 319/277-6179.

KANSAS TT SCRAMBLES - Midstate Dirt Racers Assoc/KMSA/VDTRA, Westmoreland. Info: 913/776-1888 or 286-1261.

KENTUCKY HARE SCRAMBLE - AMA/Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

• KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS - AMA/Dist. 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

• MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix - Rnd 2, Cantamar Sand Dunes, Rosarito, BC. Info: (011) 52-661-22525.

MINNESOTA OBSERVED TRIALS - AMA/ Upper Midwest Trials Assoc., Fairbault. Info: 612/ 224-0222 or 507/645-6065.

MINNESOTA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Mazeppa. Info: 612/451-8401.

MISSOURI ENDURO - Black Jack Enduro Circuit/Missouri Mudders, Flatriver. Info: 314/639-6373.

• NEBRASKA MOTOCROSS - Outlaw Motocross Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEBRASKA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Nebraska region, Ashland. Info: 402/572-7196.

• NEVADA MOTOCROSS - CMC/OnTrack Events, Silverstate MX Park, Carson City. Info: 702/267-4392.

NEVADA GRAN PRIX - Motorcycle Racing Association of Nevada, Best in the Desert, Pioche. Info: 702/457-5775.

• NEVADA MOTOCROSS - On Trac Events, Rider Appreciation Day/Ponca City Grand National Regional qualifier, Silver State region, Silverstate Motocross Track, Carson City. Info: 702/267-4392.

NEVADA GRAN PRIX - Motorcycle Racing Association of Nevada, Best in the Desert, Pioche. Info: 702/457-5775.

• NEW MEXICO MOTOCROSS - Clovis Sportcycle Association, Clovis Sportcycle Complex, Clovis. Info: 505/769-8070.

• NEW YORK SHORT TRACK - AMA/Square Deal Riders M.C., SDR Raceway, Harpursville. Info: 607/ 723-2387 or 693-2634.

NEW YORK OBSERVED TRIALS - AMA/D-4, NATC National, Montour Falls. Info: 607/535-9321.

NEW YORK HARE SCRAMBLE - AMA/Dist. 34/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: (914) 564-4814.

NORTH CAROLINA HARE SCRAMBLE - Devils Ridge, North Carolina Hare Scramble Series, Lee Co. 100, Sanford. Info: 919/776-2412.

• OHIO MOTOCROSS - Marion Motorsports, Marion. Info 614/387-3279 or 382-5547.

• OHIO FLAT TRACK - Honda Hills, Linnville. Info: 614/323-3766.

OKLAHOMA CROSS COUNTRY - OCCRA, Elk City. Info: 405/672-1423.

OKLAHOMA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Cimarron region, Elk City. Info: 405/733-0341.

OREGON HARE SCRAMBLES - AMA/N.O.R.A., National Championship - Rnd 4, Roseburg. Info: 503/591-8005.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Finger Lakes region, Clifford. Info: 607/737-1904.

SOUTH DAKOTA MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Dakotas region, Mobridge. Info: 701/838-1268.

TENNESSEE MOTOCROSS - NMA, Ponca City Grand National Regional qualifier, Carolinas region, Blountville. Info: 704/483-0772.

TEXAS VINTAGE MOTOCROSS - TVRC, Spring Series - Rnd #6, Lampasas River MX, Kempner. Info: 817/282-0408.

• TEXAS MOTOCROSS - 23rd Annual GNC Texas Series - Rnd 5, Mosier Valley Motocross Park, Euless. Info: 817/694-2901.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Motocross
Steel City Raceway
Delmont, PA
Apr. 22-23

Saturday
125 A STK
James Evans Kaw
Joshua Sweat Kaw
Johnny Onisko Hon
Shane McMillin Kaw
Jamie Martin Hon
250 A STK
James Evans
Greg Kreinbrook
Joshua Sweat
Shane McMillin
Charles Klein
125 B STK
Brock Sellards Kaw
Karl Scott Hon
Eric Nepodal Suz
Mark Klingensmith Suz
Michael Clendenin Kaw
250 B STK
Brock Sellards Kaw
Eric Klein Kaw
Ronny Robinson Suz
Ryan Haines Hon
Michael Clendenin Kaw
125 C STK
Ryan Puskarich Suz
Charlie Laymon Hon
Kenneth Barr Kaw
Philip Ball Suz
Nathan Laymon Hon
WMN
Melanie McConnell Suz
Jessica McConnell Yam
Sherri Stephens Kaw
Tanya Roberts Suz
Andrea Ippolito Hon
51 (4-6)
Adam Bunting Yam
Ashley Finney Yam
Landen Rust Yam
Kailub Russell Yam
51 (7-8)
Broc Hepler KTM
D.R. Atwood KTM
Broc Fallas KTM
Christopher Stuckey KTM
Bryan Emery LEM
65 (7-9)
Broc Hepler Kaw
Jimmy Chappell Kaw
Cody Longwell Kaw
Nicholas Prendes Hon
Casey Robinson Kaw
65 (10-11)
Gene Stull Kaw
Luke Kurtz Kaw
Adam Martin Kaw
Gordon Baugardner Kaw
Clayton Finney Kaw
85 STK (7-11)
Gene Stull Suz
Brad McClellan Suz
Jason Berger Yam
Jimmy Chappell Suz
Adam Musgrove Kaw
85 STK (14-15)
Michael Barto Suz
William Ursic Suz
Jason Hermann Kaw
Bill Striffler Suz
Jason Tarolli Suz
125 STK (12-15)
Scott McMillin Kaw
Steven Onisko Hon
Kenneth Barr Kaw
John Holba Hon
Ryan Puskarich Suz
SUP A
Scott McGill Suz
Allen Beech Yam
SUP 125 C
Dan Poster Hon
Joe Kevech Kaw
Matt Ward Suz
Marlin Plummer Kaw
Jason Dempsey Hon
SUP 250 B
John Jeakle Hon
Kevin Anton Suz
Mitch Ward Suz
Rob McClain KTM
Jay Duffy Suz
SUP 250 C
Chad Haught Kaw
Keith Glenn Hon
Alan Stelzig Suz
Donald Zahorohak Hon
Bruce Miner Hon
SUP OPEN C
Scott Meyer Hon
Mike Sgambati Hon
Scott Neely Hon
SUP 50
George Baker Cob
Christopher Stuckey KTM
Zack Lowery KTM
Rick Fait Suz
Andrew Kromel
SUP 60
Gene Stull Kaw
Jimmy Chappell Kaw
Luke Kurtz Kaw
Chris Hanshaw Kaw
Cody Longwell Kaw
Sunday
125 A STK
James Evans Kaw
Joshua Sweat Kaw
Johnny Onisko Hon
Shane McMillin Kaw
Jamie Martin Hon
250 A STK
James Evans Kaw
Greg Kreinbrook Yam
Joshua Sweat Kaw
Shane McMillin Kaw
Charles Klein Kaw
125 B STK
Brock Sellards Kaw
Karl Scott Hon
Eric Nepodal Suz
Mark Klingensmith Suz
Michael Clendenin Kaw
250 B STK
Brock Sellards Kaw
Eric Klein Kaw
Ronny Robinson Suz
Ryan Haines Hon
Michael Clendenin Kaw
125 C STK
Ryan Puskarich Suz
Charlie Laymon Hon
Kenneth Barr Kaw
Phillip Ball Suz
Nathan Laymon Hon
WMN
Melanie McConnell Suz
Jessica McConnell Yam
Sherri Stephens Kaw
Tanya Roberts Suz
Andrea Ippolito Hon
51 (4-6)
Adam Bunting Yam
Ashley Finney Yam
Landen Rust Yam
Kailub Russell Yam
51 (7-8)
Broc Hepler KTM
Jimmy Chappell Kaw
Cody Longwell Kaw
Nicholas Prendes Hon
Casey Robinson Kaw
65 (10-11)
Gene Stull Kaw
Brad McClellan Suz
Jason Berger Yam
Jimmy Chappell Suz
Adam Musgrove Kaw
85 (12-13)
Branden Jesseman Suz
Ryan Edixon Yam
Jeff McIntyre Kaw
Ryan Holliday Suz
Larry Rust Yam
85 STK (14-15)
Michael Barto Suz
William Ursic Suz
Jason Hermann Kaw
Bill Striffler Suz
Jason Tarolli Suz
125 STK (12-15)
Scott McMillin Kaw
Steven Onisko Hon
Kenneth Barr Kaw
John Holba Hon
Ryan Puskarich Suz
SUP A
Scott McGill Suz
Allen Beech Yam
SUP 125 C
Dan Pastor Hon
Joe Kevech Kaw
Matt Ward Suz
Marlin Plummer Kaw
Jason Dempsey Hon
SUP 250 B
John Jeakle Hon
Kevin Anton Suz
Mitch Ward Suz
Rob McClain KTM
Jay Duffy Suz
SUP 250 C
Chad Haught Kaw
Keith Glenn Hon
Alan Stelzig Suz
Donald Zahorohak Hon
Bruce Miner Hon
SUP OPEN C
Scott Meyer Hon
Mike Sgambati Hon
Scott Neely Hon
SUP 50
George Baker Cob
Christopher Stuckey KTM
Zack Lowery KTM
Rick Fait Suz
Andrew Kromel Yam
SUP 60
Gene Stull Kaw
Jimmy Chappell Kaw
Luke Kurtz Kaw
Chris Hanshaw Kaw
Cody Longwell Kaw

Motocross
Elizabeth City M.C. MX
Elizabeth City, NC
Apr. 9
By Caryl Pigg

60
Isha Wood Kaw
Josh Dexter Kaw
Chase Shumate Kaw
Steven Dailey Kaw
Dean Day Kaw
S/MINI
Josh Wood Kaw
Ben Thompson Kaw
Bryan Weatherly Kaw
William Myers Kaw
125 C
Dan Dailey Hon
Brian Gibbs Hon
Kevin Weeks Kaw
Chad Holt Yam
Wesley Kite KTM
50 (4-6)
Austin Cooper Yam
Dustin Smith Yam
Matthew Peerson Yam
Bobby Buhr Suz
50 (7-8)
Billy Jones Yam
Buddy Biagi KTM
David Mitchell Yam
Tyler Shumate Cob
Heather Biagi Yam
30+ A
Scott Shipley Suz
Bob Gerken Hon
J.J. Dean Hon
Brad Crouch Yam
Brennan Duncan
35+
Sonny Mitchell Kaw
Denis Hilton Hon
Jay Lankford Yam
Brickey Hughes Hon
Greg Driscoll Suz
30+ B
Lee Sulton Hon
Denis Hilton Hon
Jamie Schaubach Hon
John Ramsey Yam
Bill Ingle Kaw
125 A
Terry Kennedy Hon
Rob McWhorter Hon
Billy Cox Yam
Mark Williams Hon
Chris Morgan Kaw
25+ B
John Edwards Suz
Robert Talbott Yam
John Ramsey Yam
Michael Palen Hon
JR MINI
Cory Gholson Yam
Isha Wood Suz
Chase Shumate Kaw
Wesley Alexander Yam
Steven Dailey Kaw
SR MINI
Josh Wood Kaw
Brian Clinedinst Yam
Brian Weatherly Kaw
Karl Hoffine Hon
Terry King Kaw
250 A
Rob McWhorter Hon
Terry Kennedy Hon
Billy Cox Yam
Scott Shipley Suz
Chris Anstead Hon
250 B
J.R. Tolson Suz
Steve Eagler Kaw
Lee Sutton Hon
Jamie Benninghove Kaw
Jeff Hamilton Yam
40+
Sonny Mitchell Kaw
Brian Patterson Yam
Greg Drescoll Suz
Mike Bordenhamer Hon
125 B
Myles Scarano Hon
J.R. Tolson Suz
Gary Dinges Hon
Steve Eagler Kaw
Hamie Benninghove Kaw
25+ A
Bob Gerken Hon
Scott Shipley Suz
Curtis Daniels Yam
John Morfit Hon
Brad Crouch Yam
250 C
Brian Gibbs Hon
Paul Heidgins Hon
Kyle Richardson Kaw
Wes Kite Kaw
250 D
Paul Baber Suz
Chris Decasky Suz
Bobby Tucker Hon
David Blondheem
U/L B/C
Danny Dailey Hon
Well Gamer Kaw
Gary Dinges Hon
Charles Johnson Suz
OPEN B/C
Kevin Rothrock Hon
Charles Carlton Kaw
Gary Stickland Hon
125 D
Robert Tillman Yam
Roger Willetts Hon
Greg Dexter Hon
Tommy Anderson Hon
Bennett Warlick Suz

Motocross
Mosier Valley MX Park
Euless, TX
Apr. 16
By Claudine Cordray

40+
Jack Siegrist Yam
Stuart Sutphen Hon
Steve Hickson Suz
Tony Mosley Kaw
OPEN 500
Mike Klement Kaw
Roy Spencer Hon
250 OPEN BEG
Mike Smith Kaw
Michael Stutphen KTM
Chris Miller Kaw
James Tennyson Yam
Bryan White Kaw
250 NOV
Matt Minyard Kaw
Steve Jones Kaw
Joey Sucamale Hon
Bart Mueller Hon
Mike Sickles Hon
250 INT
Jason Eckhoff Suz
Sprint Haynes Hon
Travis Spann Suz
John England Kaw
David Lott Suz
250 EX
Billy Akers Kaw
Kaylom Young Kaw
Chad Plumlee Hon
80 OPEN
Chase Reed Kaw
Beau Boynton Kaw
Josh Bridges Suz
Scotty Trimble Suz
Dustin Cantrell Yam
125 OPEN
Charley Bogard Suz
Jay Grimm Suz
Chris Istre Kaw
Jason Artiage Kaw
Jesus Marquez Kaw
25+ INT
Jimmie Wilson KTM
Todd Watson Hon
Jerry Joiner Kaw
Jack Siegrist Yam
25+ EX
Joe Jordan Kaw
Dave Alsobrook Kaw
30+ EX
Joe Jordan Kaw
Ray Arnold Hon
Steven Crouch Yam
Dave Alsobrook Kaw
80 JR
Chase Reed Kaw
Scott Hickey Kaw
Ernie Phillips Suz
Chris Warwick Hon
Tommy Gunning Kaw
125 BEG
Chris Brannon Hon
Trae Vannoy Suz
Brian Goates Kaw
Rhett Wickard Kaw
Mike Dowdy Suz
125 NOV
Zack Simpkins Hon
Matt Minyard Kaw
Cody Sanders Suz
Daniel Patton Kaw
Colby Dodson Suz
125 INT
Charley Bogard Suz
Jason Eckhoff Suz
Jay Grimm Suz
Chris Istre Kaw
John England Kaw
125 EX
Billy Akers Kaw
Chad Plumlee Hon
80 BEG
Chance Miles Kaw
Matt Foster Suz
Mike Moore Kaw
Chip Owen Yam
Nick Pollock Suz
250 OPEN
Jason Eckhoff Suz
Sprint Haynes Hon
Travis Spann Suz
Jordan Jordan Kaw
Zeke Daugherty Suz
25+ NOV
Steve Jones Kaw
Glen Hibbard KTM
David Chandler Hon
Brad Gengrey Kaw
60
Chase Reed Kaw
L.G. Tretter Kaw
Brad Wolfe Kaw
Tommy Gunning Kaw
David Bliss Kaw
50 MOD
Andrew Jansing Yam
Lucas Tretter Yam
50 STK
Andrew Jansing KTM
Lucas Tretter KTM
80 SR
Richard Wright Kaw
30+ NOV
Bobby Belz Hon
Cris Barton Kaw
Earnie Mode Suz
Randy Nerren Hon
Tim McGee Hon
30+ INT
Jerry Joiner Kaw
Alan McGehee Hon
Mark Lamb Hon
Todd Watson Hon
Jim Vaughn Kaw

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

HELP WANTED

Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

Experienced Service Manager
Wanted Ohio high-volume multi-line dealer with 25 yrs. experience in the industry. Big bucks, year round bonuses and benefits to boot. Many positions for line mechanics now open. Fax resumes to (614) 871-1661 or phone (614) 871-3711, ask for Patty. (310-19)

Honda BMW Sea-Doo
Service technicians needed for busy dealership. We offer year round work, paid vacation. Excellent earning potential for experienced technicians. (818) 766-6134. CA. (217-19)

Help! Help! Help! Help!
Looking for sales, parts and service personnel for growing central Florida dealer. Experience a plus. (407) 269-5941. FL. (317-19)

H-D/BMW of Green Bay welcomes experienced workers, sales parts, and accessory, especially service people. Exceptional wages, benefits. Call Ken McCoy (800) 236-1729. WI. (215-TFN)

H-D Mechanic
Growing dealership in scenic Savannah. Minimum of 3 years dealership experience. Current PHD. Send resume to Savannah Harley Davidson, 6 Gateway Blvd. West, Savannah, GA 31419, Attn: Fred. GA. (317-20)

Motorcycle & Sea-Doo Techs
Large established dealer is now accepting applications for self motivated, team oriented motorcycle and Sea-Doo technicians. Permanent and temporary positions now available. For more information contact Mykel at Bert's Motorcycle Sea-Doo Mall. (818) 334-1288. CA. (216-19)

Immediate Opening Mechanic
We are looking for one A level mechanic experienced in all levels of diagnostics and trouble shooting for all Japanese models. Also one B level mechanic capable of doing tune up level work. Must have own tools and good work history. We offer excellent pay scale, clean shop, great people. Contact Mike at Orange County Suzuki (714) 646-2428 or fax (714) 645-3251. CA. (216-TFN)

★★$1,000 Sign On Bonus★★
Professional salesman with three years minimum aggressive sales performance. Strong volume Sea-Doo, Kawasaki, Polaris, Honda, Suzuki dealer. Permanent, full time position. Top pay. (310) 945-3494. CA. (216-21)

Technicians
Tired of turning wrenches? Looking for a rewarding career? Technical instructors are needed in all areas of motorcycle repair at our Phoenix, AZ campus. Teaching experience not required. If you: -have a strong desire to help others learn and succeed, -have a minimum 5 yrs. recent motorcycle dealership experience. We offer: -paid training, -growth potential, -five day work week, -paid vacation, -profit sharing. Call today! Larry Barrington or Steve Ehle (Phoenix, AZ) (602) 869-9644 or 1(800) 528-7995. AZ. (216-19)

Technician & Shop Helper
Two positions open at busy dealership: experienced technician and shop helper needed at Rice Honda, Sea-Doo. Call Tim or John (818) 917-7423. CA. (217-TFN)

Sales or F&I Manager
Kawasaki Jet Ski no. 1 in L.A. County. Immediate position available. Best pay plan. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (217-20)

Service Tech - So. Ca.
Busy motorcycle and watercraft dealership looking for a career minded technician with at least five years experience. Relocation assistance available for right person. Contact Stan at Whittier Honda, Kawasaki, Suzuki, Sea-Doo, Polaris between 9a.m. and 2p.m. M-F. (310) 945-3494. CA. (217-20)

CAREER POSITION. Experience parts person, service technician needed for all Japanese brands minimum 2 years dealer experience. 5 day work week. Dayton, Ohio. (513) 222-0171. OH. (217-19)

Parts Person Erion Racing
Is looking for a self-motivated, hard-working person, with Honda parts experience. Anaheim, Calif. (714) 630-8850. CA. (118-19)

★★★★Harley-Davidson★★★★
Full time year round positions available. Sunny southern California. *Service Technicians, *counter sales, *motorcycle sales. California Harley Davidson, 1517 Pacific Coast Highway, Harbor City, California 90710. (310) 539-3366. CA. (218-27)

Experienced Mechanic Wanted
Busy Honda, Kawasaki, Sea-Doo dealer needs journeyman mechanic with heavy watercraft experience. Immediate opening. Call Bob at Mid-Cities. (310) 531-1225. CA. (218-19)

Live and Work in the Mountains
Experienced technician and parts person needed. Great working environment. Ask for Mike. (805) 248-2453. CA. (218-TFN)

Sales - Oregon • Huge Volume
We're cranking! Dirt, watercraft, and ATVs our specialty. Huge used inventory along with Sea-Doo, Yamaha, Kawasaki. Second store has Sea-Doo, Honda. Strong F&I department. Fun place to work and live if you are a beginning or a pro. Cycle Sports of Salem. Call Scott (503) 390-9000 or Eugene call Bob (503) 302-9000. OR. (218-19)

Parts and Service Depts.
Asst. service mgr. and/or writer. People, sales, and organizational skills a must. Parts counter or accessory dept. Looking for experienced person for both areas. Gorgeous store, large volume, great co-workers, excellent pay. Looking for key people for long term employment. Advancement training, benefits, retirement. Cycle Sports of Salem. Dennis. (503) 390-9000.OR. (218-19)

Motorcycle Watercraft Parts Person
Established Honda, Tigershark dealership has immediate opening for ambitous individual. Phoenix, Arizona. Jerry (800) 648-3569/(602) 944-2639. AZ. (218-20)

BMW Parts Manager, Mechanic
Southern California BMW motorcycle dealer looking for a person to handle parts ordering, stocking, and sales. Knowledge of BMW motorlcycles necessary, experience a positive. Mechanic wanted, BMW certification and experience necessary. Both positions salary, vacation time and medical benefits. Division KK, P.O. Box 498, Long Beach, CA 90801-0498. (319-22)

Race Tech
We are expanding and looking for a salesman with motorcycle experience. Please call Mike at (909) 594-7755 or fax (909) 594-6682. CA. (218-19)

Service Mgr - Mechanic - Parts
Kawasaki Jet Ski no. 1 in L.A. County. Immediate position available. Best pay plan in U.S.A. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (217-20)

Pro Salesman Wanted
Earn nations top pay. plus bonuses, insurance, vacations, holidays and profit sharing. At the regions top dealership, located in Asheville, NC. Call Mr. Rudd at MR Honda Kawasaki Yamaha Sea-Doo. (704) 253-5648. NC. (219-24)

Experienced Parts Person
Needed for multi-line southern California dealership. Malcolm Smith Motorsports. Paul (909) 687-1300. CA. (219-21)

Parts Counter
20 positions, phone & counter. Apply M-F 9-4. Chaparral Cycle Supply, 555 S. "H" St., San Bernardino. CA. (219-21)

Experienced Mechanic - Fla.
Immediate opening for mechanic experienced with Japanese motorcycles. Top pay and benefits in busy full service shop specializing in hi-performance. Come work in our state of the art shop with dyno, machine, shop, etc. (305) 971-8870. FL. (219-TFN)

TECHNICIANS WANTED Sea-Doo Jet Ski and motorcycle competitive pay 5 day week dental coverage contact Service Manager (213) 466-7191 ext. 38. CA. (219-21)

Parts, Sales and Service
Growing N. Or. Co. multi-line motorcycle dealer has two positions available for an experienced service technician and service writer. Also seeking customer oriented personnel in parts and sales. Contact Tom (714) 521-3642. CA. (219-21)

★★Mechanic★★
Honda, Suzuki, Yamaha, Sea-Doo dealer 5 positions apply Monday - Friday 9-4 Chaparral Cycle Supply, 555 South H Street, San Bernardino. CA. (219-20)

Motorsports Tech
New Service Manager needs experienced tech. Yamaha training a plus. Year round work + excellent pay + great benefits at top Texas dealer. Call John Hill at (214) 423-4089. TX. (219-22)

District Service Admin.
American Honda Motor Co., Inc. has an immediate opportunity for a District Service Administrator in our Motorcycle Division in Torrance, CA. Directly assist customers and dealers in resolving customer relations issues and service administration concerns. Includes negotiating complaint resolution and assisting dealers with rejected warranty claims and submissions, extended service contract questions, registrations and cancellations. Requires excellent human relation skills, diplomacy in conflict resolution, and exceptional written/verbal communication skills. A BA/BS degree or equivalent experience, and 3-5 years retail service experience essential. Must have technical knowledge plus analytical ability/experience repairing motor vehicles. Familiarity with WIndows-based data systems a plus. Position has the pontential for future out-of-state assignments. American Honda offers a comprehensive benefits package, competitive salaries and an opportunity to grow with an industry leader. Please send your resume with salary history to: American Honda Motor Co., Inc., 1919 Torrance Blvd., MS 100-1C-3A CC/DE, Torrance, CA 90501-2746. EOE. Women and minorities encouraged to apply. CA. (219)

★Service, Parts, Sales★
Now hiring experienced personnel for our clean, computerized dealership. Positive environment. Thousand Oaks Honda BMW, Polaris, Wet Jet. (805) 371-3000. Ask for Peter. CA. (320-22)

WC MECHANIC needed. Seasonal work at resort Lake Havasu, AZ. Rental concession. Jim. (520) 53-6212. AZ. (118-20)

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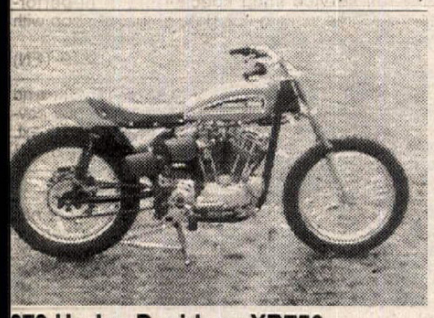

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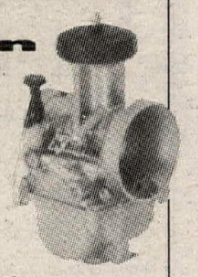

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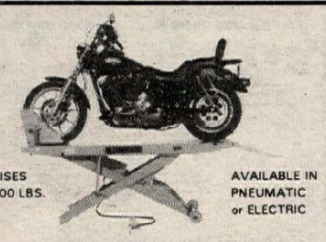

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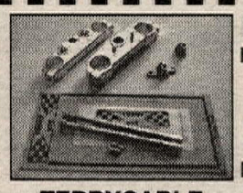

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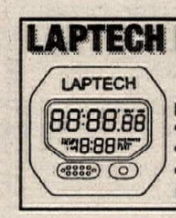

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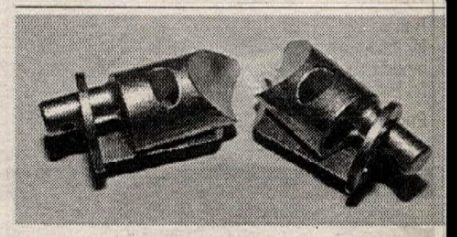

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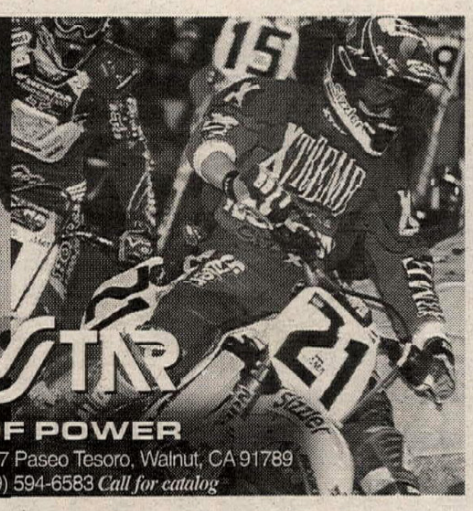

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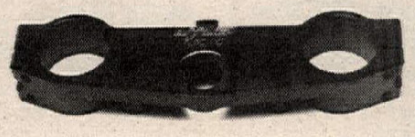

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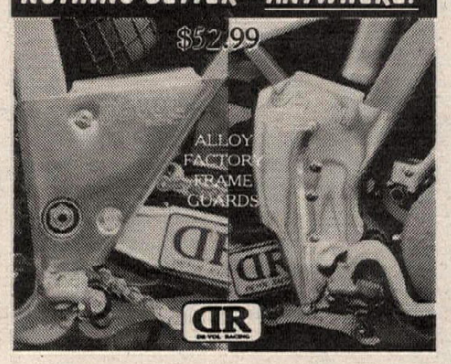

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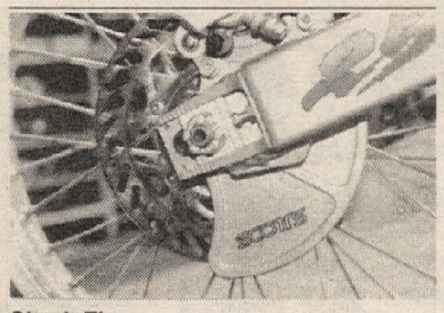

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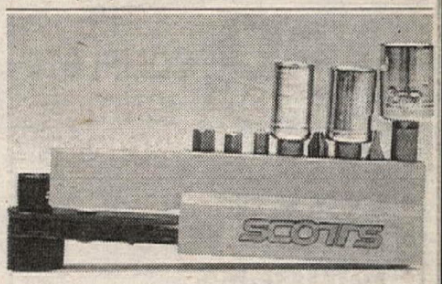

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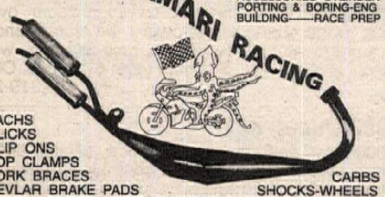

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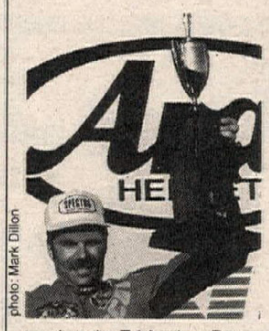

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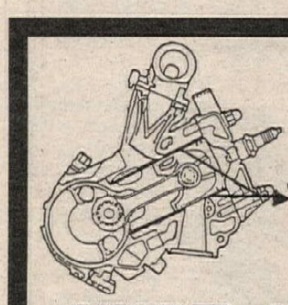

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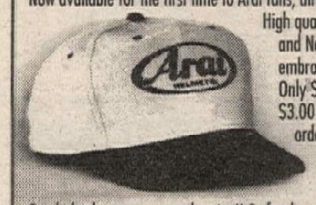

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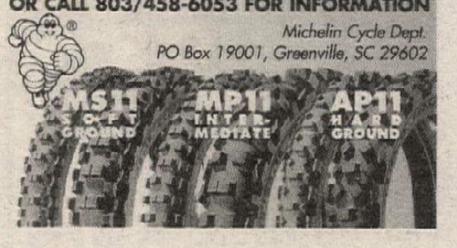

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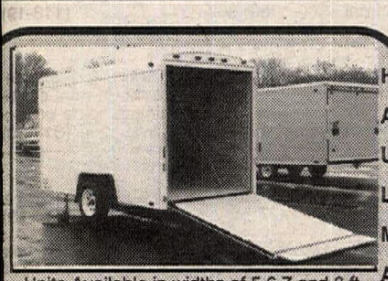

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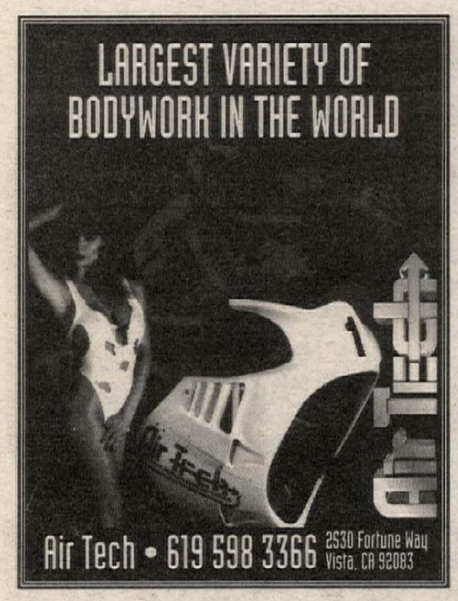

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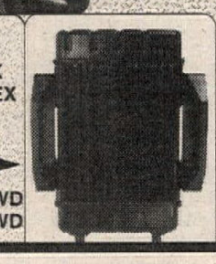

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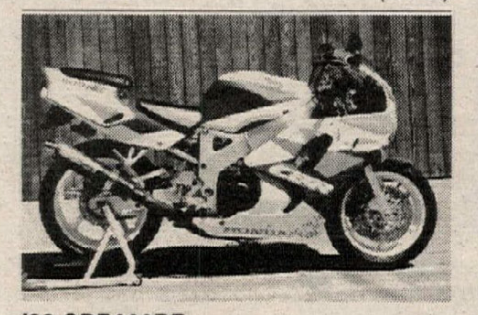

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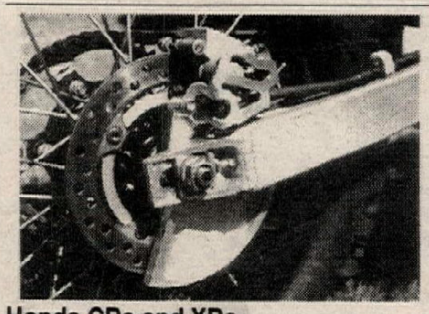

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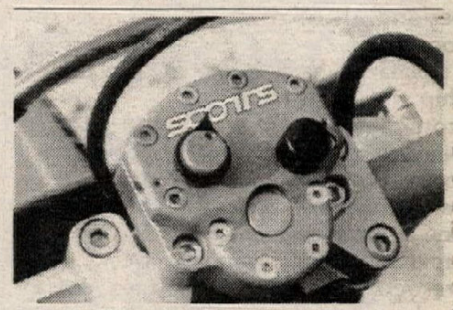

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TEARDOWN

By Paul Carruthers

Nothing gets my blood flowing more rapidly than a deadline Monday here at *Cycle News* - especially the kind of Monday we had here this week.

For the first time ever, the issue of *Cycle News* you're holding in your hands features same-week coverage of the World Championship Road Race Series and the World Superbike Championship. Okay, we've tackled next-day coverage of the Grands Prix before - but only when those races were held in the U.S. or somewhere in radically different time zones, i.e. Australia, Japan and Malaysia. Trust me, this is an absolute first from Europe.

Although getting stories from the other side of the Atlantic in time for deadline has never been a problem, getting photography has proven to be impossible. With most of Europe in a time zone only nine hours ahead of California, there is no way to get photos here on a Monday via even the fastest courier system. Instead, we were forced to hold our coverage a week while we waited for the photos to arrive via Federal Express or some other worldwide carrier. Those were more simple times. Prior to receiving the photos, we were able to leisurely go about the business of editing the story, adding results, etc. But we're beyond all of that now, thanks to computers.

Usually I have a love-hate relationship with what have become our electronic tools of the trade, but I have never loved a computer more than today. Receiving stories through the use of modems has become a daily routine around here, but starting with the Japanese Grand Prix a few weeks ago we actually received photos via a modem. And the quality of the transmitted photography was simply brilliant.

Brilliant enough to make us want to go ahead with our plans to give you same-week coverage of the Grands Prix - each and every one of them. From Donington Park, England to Brno in the Czech Republic. But why stop there? When David Goldman and Patrick Gosling of Gold & Goose Photography announced that they would split up on any given weekend to shoot not only the Grands Prix but also the World Superbike Series, we went with them. Thus this week's issue features not only Henny Ray Abrams' coverage of Alberto Puig's stunning first win in Spain, but also Gold & Goose's photos. And in addition to Johan Vandeckerchove's story of Carl Fogarty's double win at Hockeheim in Germany, there are photos to accompany it. Not photos we've gathered from a file cabinet, but photos direct from Spain and Germany via the Gold & Goose offices in England. And that's the way it should be. Now if we can just get the phone bill down a little bit.

It has long been a goal of mine to speed things up around here. Nothing irks me more than opening a magazine from Europe and seeing stories and photos from Grands Prix that we haven't had in *Cycle News* yet. That will no longer happen. I can now guarantee there is no faster way of seeing these stories and photos in print here in the U.S - with the possible exception of the nearly non-existent coverage the sport receives in daily newspapers.

If I sound excited, it's because I am. And I'm not going to apologize for it. With television coverage (not to mention the Information Superhighway) getting faster all the time, the print media's need to be more efficient is at a premium. What we have done in this week's *Cycle News* is living proof that we're not sitting on our hands. We will do whatever it takes to get full coverage of every major event in the newspaper following that event, and we're hopeful that the GP and World Superbike reports are only the beginning.

And our faster international coverage in no way impedes our efforts to get the National-level events in just as quickly.

Associate Editor Scott Rousseau and freelance photographer Dave Hoenig were in Harrington, Delaware, this past weekend covering the third round of the AMA Grand National Championship. And full coverage is in this issue. As for the second round of the AMA National Motocross Championship, valued (and growing increasingly less valuable as deadline rushes upon us) contributor Davey Coombs was there along with photographer Kinney Jones. And the story and photos from Mike Kiedrowski's win are also in this issue. There's nothing unusual about that. We've been doing it for years.

As is the case in any business, in order to do a better job you have to work harder. Ditto for all of this computer wizardry that allows us to get the stories and photos here on time. But it isn't just about fancy machines and phone lines. It's about hard-working people who are willing to put in the extra time. Vandeckerchove and Abrams worked long into Sunday night in order to get the stories here in time; likewise for Goldman and Gosling, who now no longer have to worry only about shooting quality photos but also about transmitting them. And Gold & Goose assistant Euan Muir also had a extended night in their London office, staying late on Monday night (after being up all night on Sunday) in order to transmit the photos to us early on Monday morning.

Yes, the days of leisurely strolling through a Monday with just a few National stories to edit are long gone. Now we get a 7:00 a.m. start (at the latest) to our Mondays on these busier deadline days in an effort to complete the paper by 5:00 p.m. But don't take any of this as a complaint. Believe me, being here longer and working harder is much less painful than seeing faster international coverage thrown on my desk in a magazine I can't even read.

Transmitting photos over a modem is nothing new. But it's something I've balked at in the past. While Grand Prix team and event sponsors like Marlboro (and ex-sponsor Rothmans) have been offering a similar service for a few years now, it wasn't what we wanted. Sure the photos would have arrived here, but my biggest worry was that we wouldn't have photos of a Lucky Strike Suzuki, an Aprilia, or perhaps even the winner, when the photos were transmitted by a sponsor's press agency. The bottom line is we simply wouldn't have any control over what photos we received.

With Gold & Goose it doesn't work that way. We know the photos they send will have news value rather than just publicity value. No matter the winner, we'll have the shot. And we also have access to anything else they have on film. This week, for instance, we wanted a Jimmy Filice photo to accompany our story - and just like that, we had it. If Gold & Goose captured the image on film, we have the ability to get it - fast.

As in racing itself, speed is the name of the game. If we were riding a 125cc GP bike prior to the changes I just told you about, we're definitely on a 500cc V-four right now. As for crashing, well... With these computers you just never know. I can guarantee one thing, at least if we crash we'll be going fast when we do it.

Then again, a few weeks ago we proved that you don't even have to be going fast to screw up. As much as it annoys me to bring up past mistakes, the one in Issue #17 was so bad you can't help but chuckle - at least when you're finished kicking and screaming.

That was the now infamous issue in which the photos from the Le Mans 24-Hour story were also featured in - voila...the World Championship Trials story. And this catastrophe was in a story that didn't come in record time, didn't feature photos that came over a modem. No, this one was a story done in the old-fashioned way. But we can still blame the damn computer - or at least that's what the printer blamed after we blamed them.

For now, there is no color on the cover from this weekend's overseas events. But that too is just around the corner. Soon there will be color photos from European races right up front...and this is quickly starting to sound like an AT&T commercial.

Enough said.

So this is the last time you'll see us bragging in a banner across the top of the page: "Next-day Grand Prix and World Superbike coverage." It's all standard stuff at this point. You won't have to be told about it in headline type, you'll come to expect it.

And so you should. CN

LOOKING BACK...

25 YEARS AGO...
May 26, 1970

The 200-mile Talladega National road race was won by first-year Expert **Dave Aldana** of Santa Ana, California, aboard a BSA Rocket Three. The win placed him second in points behind his BSA teammate, **Dick Mann**...At the rodeo grounds in Dixon, California, Novice dirt track racer **Kenny Roberts** - riding a rigid-frame Suzuki - placed third behind **Jim Odom** and first-place finisher **Jim Rice**...Readers were offered the opportunity to meet Suzuki's road racing captain **Ron Grant** in an interview...In speedway competition, **Rick Woods** took three out of three scratch mains at the Orange County Fairgrounds in Costa Mesa, California...Sweden's **Arne Kring** snatched the lead in the 500cc world motocross championship with epic rides through rain and mud during the fourth round of the series in France. Reigning champion, **Bengt Aberg**, crashed in the second leg.

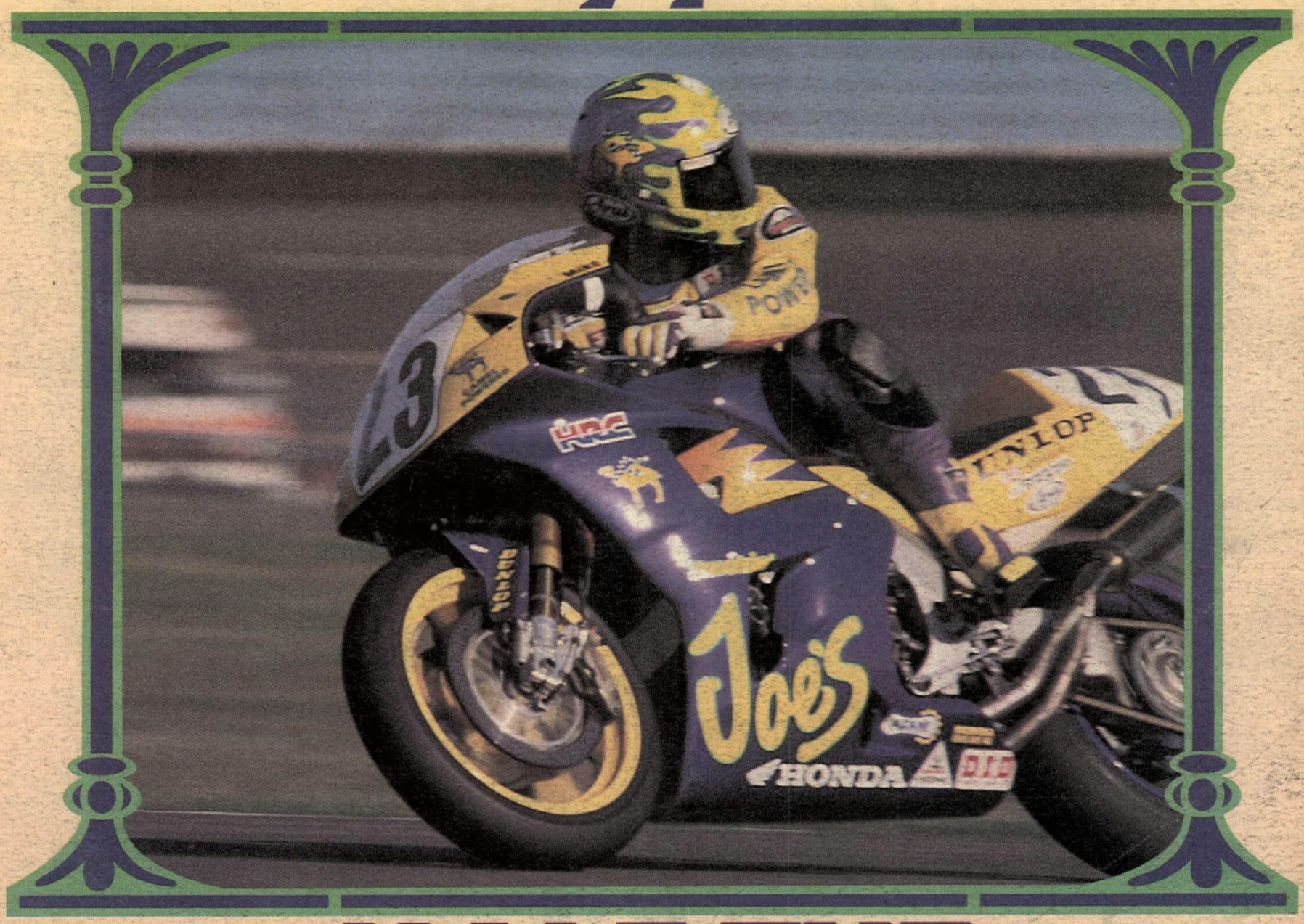
15 YEARS AGO...
May 21, 1980

Our cover proclaimed, **"The only way to cruise Daytona is on a Harley!"** and showed a snapshot of just such a bike being ridden on the sands of Daytona Beach. The accompanying test was of an FLT Tour Glide, ridden coast to coast...-Arrowhead Stadium in Kansas City, Missouri, hosted round 12 of the AMA Supercross series. **Kent Howerton** hustled his factory Suzuki to the win in front of **Brian Myerscough** and **Mike Bell**...**Terry Vance** gave Suzuki another reason to celebrate as he piloted his Vance & Hines racing GS1100 to its first NMRA Pro Stock win with a nine-second, 146.57-mph run at State Capital Dragway's Cajun Nationals...Texan **Don "Bubba" Shobert** led all 20 laps of the main event at the Long Beach short track in California. **Wayne Rainey** placed fifth...**Greg Zitterkopf** - riding motocross - won the 250cc Pro class at DeAnza Cycle Park in Sunnymead, California, with two second-place finishes.

5 YEARS AGO...
May 16, 1990

Road racer **Doug Polen** took a break from his overseas racing work by showing up at Road Atlanta for the AMA National road race series. Lapped riders were the key to the Texan narrowly defeating Kawasaki-mounted Doug Chandler, and Jamie James, who was riding a Ducati. In 600 Supersport, **Thomas Stevens** made a name for himself by beating his teammate, **Dave Sadowski**, to the finish line. Sadowski forgot to shift into top gear in the drag race to the finish...The National MX series visited Lake Sugar Tree in Axton, Virginia, and **Jeff Ward** and **Jean-Michel Bayle** stomped the competition. Ward topped the 250cc class, edging **Damon Bradshaw**, and Bayle beat **Guy Cooper** in the 125cc class...Suzuki's **Scott Gray** was untouchable in round one of the WERA Pro Formula USA series at Willow Springs. Gray led start to finish defeating teammate **Dave Sadowski** and **Thomas Stevens**. Team Suzuki Endurance's **Mike Smith**, along with teammate **Kurt Hall**, topped the six-hour endurance event at the same venue. CN

CAMEL



HALE THE CONQUERING HERO.

Neither rain, nor fog, nor constant drizzle could keep Mike Hale from completing his appointed rounds. Congratulations to Hale for his third win of the year, teammate Miguel Duhamel for finishing second and to the entire Smokin' Joe's Racing Team for their impressive showing at the 600cc Supersport at Laguna Seca. No doubt about it, for Camel, it was the smokin' section.

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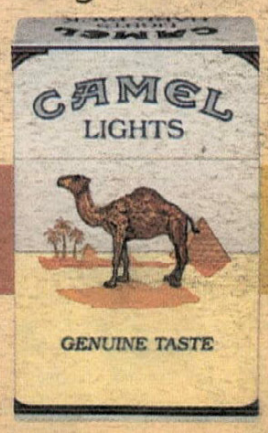

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